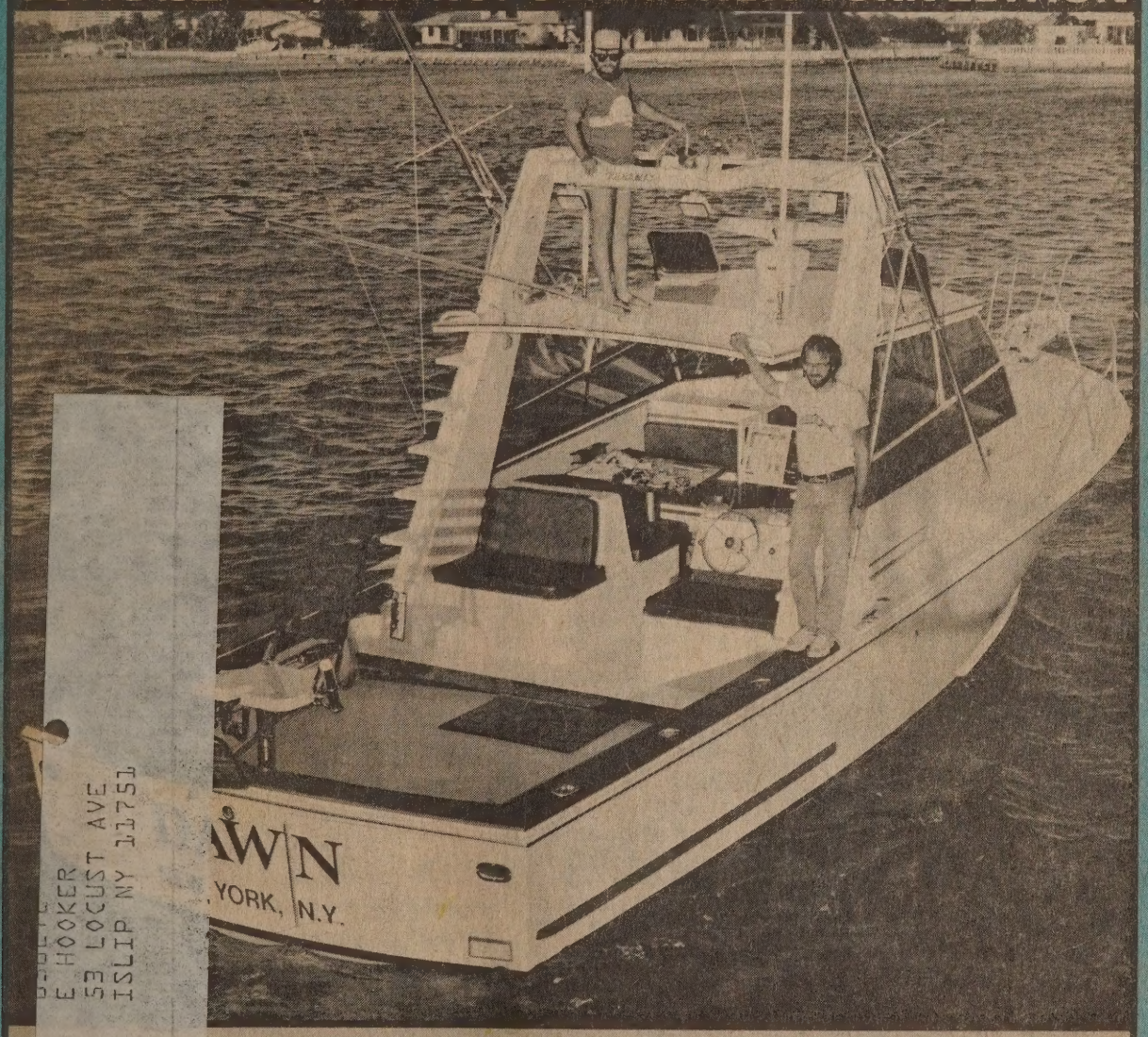
January 9th—15th, 1986, No. 1

75¢

THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION



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THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

Volume 21, Number 1 January 9th, 1986

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ABOUT THE COVER:

One of the new breed of offshore fishing machines that is making waves in the boating industry. Captain Greg Beacher's "Dawn," a 36 foot Runaway, will become a familiar sight on the tuna grounds this season. You can see the newest lineup of fishing boats at the New York National Boat Show, berthed January 11th through 18th at the New York Coliseum.

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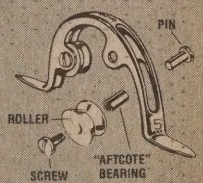

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ANOTHER UNPRODUCTIVE YEAR FOR CHESAPEAKE STRIPERS

The number of striped bass spawned this spring in the Chesapeake Bay was among the lowest ever, according to the Maryland Department of Natural Resources. The state agency conducted its 32nd annual count of juvenile stripers this summer and found that production in the estuary, once the source of 90 percent of the striped bass in the Atlantic, is still suffering from past overfishing and a severely degraded environment.

The juvenile survey of the Chesapeake spawning areas is conducted at 40 sites in the bay, where fingerlings are netted and counted to produce a "young-of-the-year" index. The 1985 index was 2.9, as compared with the historical average of 10. The highest year on record is 1970 with an index of 30.4. Spawning hit an all time low of 1.2 in 1981; this year's numbers are not much better. In fact, the index for the Upper Bay, which supplies up to a third of the bay's bass, was 0.3, equal to the dismal level there in 1981. (The survey also revealed similar declines in other fish species in the bay, such as herring, white perch, alewives, catfish and shad, indicating a general decline in the quality of the Chesapeake as fish habitat.)

A year ago Maryland imposed a moratorium on fishing for striped bass, or rockfish, in its territorial waters. This bold action, which Virginia has not seen fit to emulate in its portion of the bay, has not yet had time to affect spawning success. "It is clear that a one-year moratorium will not cause a change in rockfish populations," said Secretary of Natural Resources Torrey C. Brown. The state will need to keep its ban in effect for another four years, he says, before a positive impact will be seen.

The twelve East Coast states involved in the interstate management plan to restore striped bass to their once abundant levels are still at varying degrees of compliance with the recommendations of the Atlantic States Marine Fisheries Commission (ASMFC), although the commissioners in June determined they had all satisfied the minimum requirements. However, because in preliminary sessions some individual state plans had been rejected, it is believed that the overall reduction in fishing effort was met largely because of Maryland's moratorium. Nonetheless, the ASMFC is now considering much stiffer measures, including an increase in the minimum size limit from 24 to 28 inches or higher.

The Atlantic Striped Bass Conservation Act of 1984, which threatened a federal ban on fishing in states that did not comply with the regional recommendations by July 1, 1985, is directly responsible for last minute state initiatives to reduce fishing pressure in New Jersey and Virginia, where officials have been dragging their feet. The author of the federal legislation, Congressman Gerry Studds of Massachusetts, has introduced a bill to extend the coercive powers of the law to apply to all subsequent ASMFC conservation proposals. The bill has been assigned to the House Fisheries and Wildlife Subcommittee pending action. The NCMC has written the members of the subcommittee urging rapid approval of H.R. 3358. A spokesman for Rep. Studds says they are hoping it will pass this year, but the busy fall schedule in Congress may defer action. If it does, the congressman will introduce the bill first thing in January 1986.

VOLUNTEERS NEEDED FOR OPERATION CHRISTMAS TREE

A joint project by LIBBA (Long Island Beach Buggy Association) and the Long Island State Park Commission to build up the dune line at Robert Moses and Gilgo State Parks is scheduled for the weekend of January 11 and 12. Volunteers are asked to meet in Robert Moses Parking Field #34 at 8AM each day. Coffee and donuts will be provided by LIBBA. These are our beaches. Lets get out and show we care. For more info, contact Bob Lucchesi at (516) 794-0105.

NEW YORK NATIONAL BOAT SHOW TO FEATURE BOATING ADVENTURERS

When the 76th edition of the world's oldest boat show assembles in the New York Coliseum January 11-19, boat show visitors will not only have the opportunity to view the very latest in boats and accessories the marine industry has to offer, but will also have the chance to personally meet world-renowned boating adventurers.

In addition to the more than 600 sail and power boats, not to mention the thousands of marine accessories on display, the 1986 New York National Boat Show will feature Kathleen and Curtis Saville, the first long-distance rowers to complete a crossing to the Australian mainland and the first American couple to row the Pacific. Also featured, will be adventure seeker and wind-surfing champion Carolyn Stalins, who will take part in a record-breaking attempt to cross the Atlantic on a sailboard.

This year's New York National Boat Show will be making its final Coliseum performance. In 1987, the world's oldest boat show moves into the new Jacob K. Javits Convention Center.

Dates and times for the 1986 ex-

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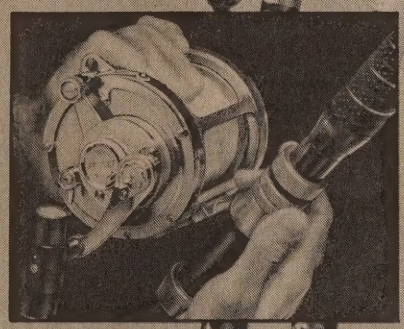

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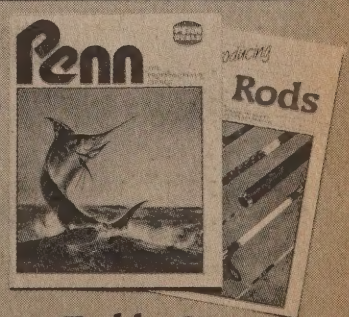

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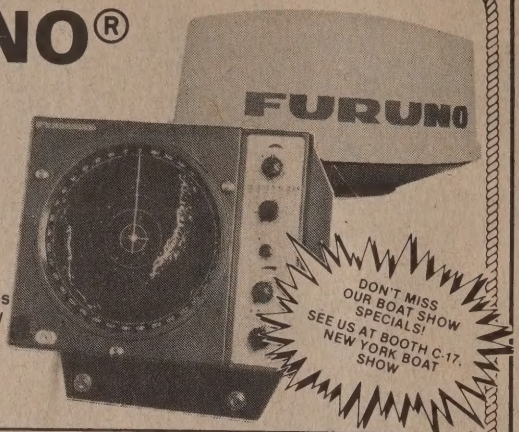

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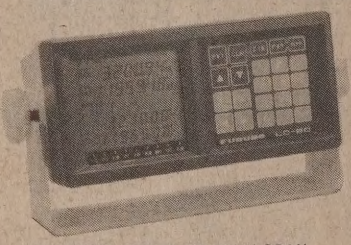

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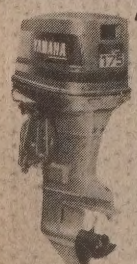

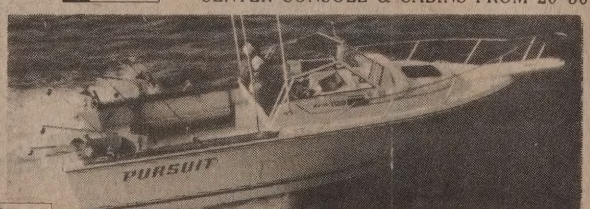

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Admission is $6 for adults; $2 for children.

NEW YORK SURF FISHING CONTEST AWARDS DINNER

The New York Surf Fishing Contest will hold their award/dinner dance for the participating clubs on Saturday, March 22, 1986 at the Villa Victor in Syosset. Any member of a participating club who is interested in attending should contact their club officer for further details.

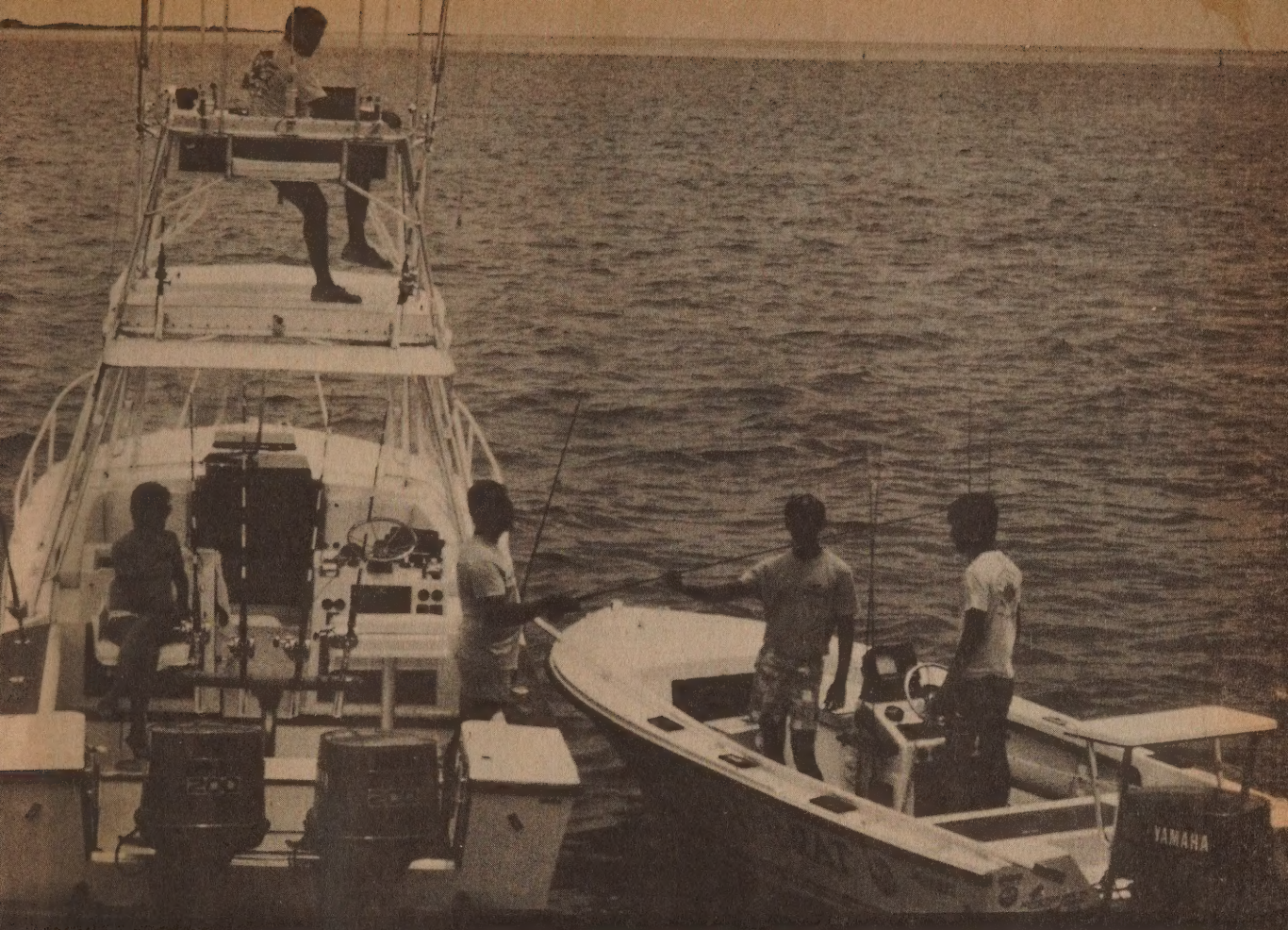
U.S. TO ICCAT: KEEP BLUEFIN QUOTAS LOW

Atlantic bluefin tunas must be protected by present limits on fishing for at least another five years to complete their recovery, according to American bluefin experts, and that is the position the U.S. delegation will take to the November 13-19 meeting of the International Commission for the Conservation of Atlantic Tunas (ICCAT) in La Palma, Spain.

The scientific information provided the U.S. Commissioners and their advisors at a pre-ICCAT meeting in October indicates that the decline in the spawning stock of bluefin in the western Atlantic will not cease until the juvenile fish now protected by the international regime enter the spawning population. This will take another five years at minimum, provided the catches of young tuna remain low. The United States, therefore, will propose a 3-5 year exension of the current management measures, which include minimum size restrictions and a western Atlantic quota of 2,610 metric tons (mt) divided between the U.S., Canada and Japan.

The Japanese are expected to resist an extension, as they have each year since the conservation agreement was approved by ICCAT in 1982. The U.S. Commissioners will argue that any increase in the catch levels of either juveniles or spawning age fish would slow the recovery of bluefin stocks. The U.S. will also raise with the Japanese the issue of violations of the quota limits for 1985. Observers aboard the Japanese long liners fishing in the U.S. Exclusive Economic Zone (200 mile limit) reported they caught 846.1 mt. The quota allowed to the Japanese under the ICCAT agreement is less than 700 tons for the entire western Atlantic.

The U.S. ICCAT delegation also discussed and considered action regarding the reports of heavy Korean long lining activity in the Caribbean (see 'New Wave of Long Lining in the Caribbean,'' *Marine Bulletin*, September 1985). Korean statistics received in response to U.S. inquiries show catches of bigeye, yellowfin and albacore as well as some blue and white marlin in recent years, but no bluefin. The commissioners, frankly skeptical as to whether the non-selec-



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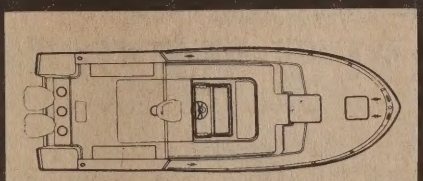

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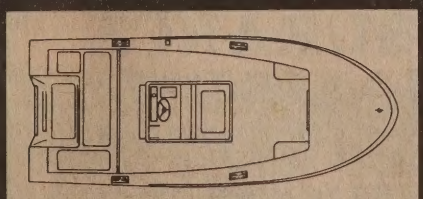

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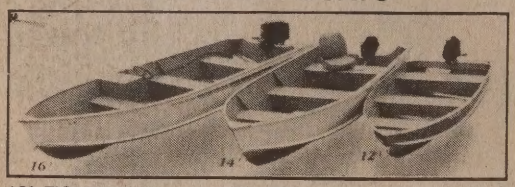

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tive long lines could hook nearly 2,000 tons of bigeye tunas and not a single bluefin, and aware that Korean fishing in the Caribbean has reportedly intensified this year, will express their concerns to the Koreans and challenge their data.

WILLIAM A. MULLER NAMED TO NMFS ADVISORY PANEL

In an action taken on November 7, 1985, Richard Schaefer, Acting Regional Director of The National Marine Fisheries Service announced his appointments to a special Marine Recreational Fisheries Advisory Panel. On the list, in addition to 9 other representatives from New England and Middle Atlantic states was The Fisherman's own William A. Muller.

The initial membership of ten may be expanded at a later date and will be one of the first agenda items for the group when it holds its first meeting in mid-March. "The role of the panel will be to advise me on NMFS programs, policies, and budget planning as they relate to the recreational fisheries. Although the list is not exclusive, I will want to consult on such things as data collection, international fisheries, habitat conservation, law enforcement, and administration of the various grant programs, such as Wallop-Breaux, Saltonstall-Kennedy, and Anadromous Fisheries Programs."

LISTEN TO THE RULES OF THE ROAD

For fourteen years, Marine Associates, home-based in New Jersey, has helped people get their Coast Guard license to take passengers for hire. It is often called the "Captain's license," or, for the basic license that permits up to six passengers to be carried, the "six pack." A major part of the CG exam is the section on rules of the road. "When I was studying for my license," Marcia Strean, Director of Marine Associates, says, "I found that the time I had to be driving around, while my mind was on preparing for the exam, was frustrating. I wanted tapes of the Inland and International Rules to listen to as I drove."

Based on that experience, and requests from many of her customers, Captain Strean has joined with George J. Munkenbeck, Jr., to produce audio cassettes. As the author of texts on the rules, active with the Coast Guard and many years in the maritime training field, Munkenbeck is highly qualified to explain each rule so that exam questions about the rule will be able to be readily answered. Boaters who have at least 360 days on the water and are ready to study for the Coast Guard exam will find this addition a big boost on their way to being "Captain."

Since you have to know the rules thoroughly and learning through the eyes as well as the ears is helpful, the latest edition of *Navigation Rules for International and Inland Waters*, by Munkenbeck and Strean, is included

"Lighter than lightning and tough...but ugly it's not."

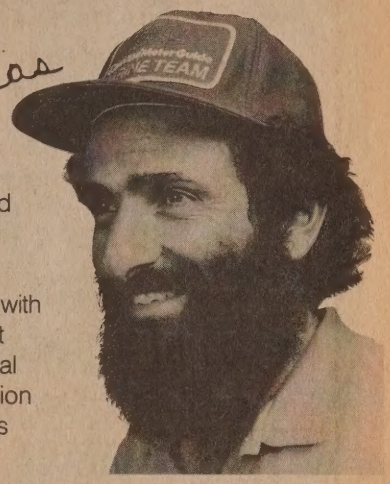
"...or I wouldn't be using them in the Classic."

Quantum® XL Rods. For pro fishermen like Paul Elias, with hundreds of thousands of dollars at stake, selecting a rod is a serious decision. There is a demand for flawless performance, finite quality, and nothing less than the lightest, strongest, quickest, most sensitive rods available. That's why the choice is Quantum.

Quantum XL rods combine the accumulated engineering experience of all earlier rod designs with state-of-the-art materials technology. XL high modulus graphite produces an ultra-lightweight blank. But, while Quantum XL rods are feather-light, it's the extraordinary sensitivity and strength that truly sets them apart. Quantum's Strike Pulse Points™ let you place your fingers against the blank to sense the slightest tap on the lure. And from the strike to the fight, blank-thru-butt construction combined with high modulus graphite

Strike Pulse Points™ let you put your fingers on the action, let you feel the slightest touch on the line.

Paul Elias

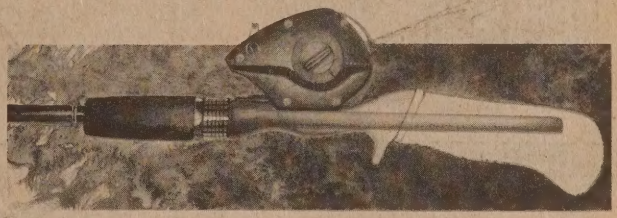


delivers the power and strength for absolute authority and control.

All of this is combined with a design and look that reflects Quantum's total commitment to precision and quality...it looks as good as it fishes.

And it's backed up with total confidence. Each Quantum rod carries a limited lifetime warranty. Quantum is that sure of it's ability to deliver.

No wonder Paul Elias chose Quantum.



Blank-thru-butt construction delivers more sensitivity, gives more strength to the rod.

P.O. Box 270
Tulsa, Oklahoma 74101

$5 REBATE

Good on any Quantum XL rod purchased between Mar. 1 - Apr. 30, 1986. Details and special coupon at participating dealers.

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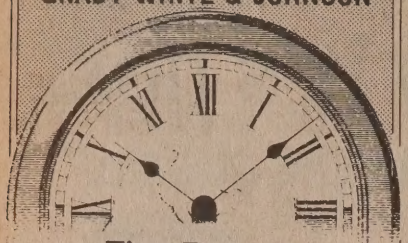

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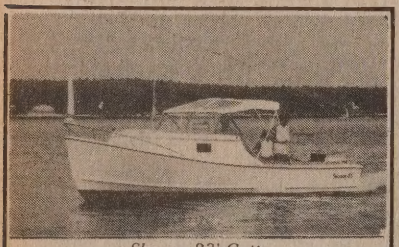

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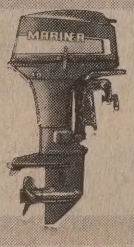

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with the tapes.

If you are going for the Coast Guard license for coastal or offshore waters, you will get tapes for both Inland and International Rules for $25.

Send a check to Marine Associates at P.O. Box 217, Teaneck, NJ 07666 or call (201) 837-8188 for charge card service and immediate shipment. Your satisfaction is guaranteed, with arrangements for future rule changes included in the bargain. Strean adds, "We have some laughs in the tapes to lighten the learning."

BOATING SKILLS COURSE AT EAST ISLIP HIGH SCHOOL

Once again, the U.S. Coast Guard Auxiliary, Flotilla 1-3 of Islip will provide the opportunity to learn more about boating from those who know and care: Safety First.

Join your friends on Thursday nights at the East Islip Senior H.S. beginning February 6, 1986, "Boating Skills and Seamanship" and Sailing and Seamanship; and also, February 13, 1986, "Young Boaters." Registration will be at the high school January 21, 22, 23 and on class day. "Be a Pro-Know!"

For more information, call: Luis Ramos (PA-FSO 1-3) at 434-9588.

RED MAN TOURNAMENT TRAIL EXPANDS IN 1986

The Red Man Tournament Trail expands in 1986 to serve weekend bass fishermen across the country.

'It's a natural progression," said Mike Whitaker, president of Operation Bass. "We've been doing a lot of growing in our six years."

The Red Man Tournament Trail currently serves nearly the entire eastern half of the U.S., and will stretch from coast to coast in 1986. Expansion is slated for the upper Midwest, the Plains states, the Southwest and the West.

The number of Red Man Tournament Trail divisions increases from 15 to 20; the number of tournaments jumps from 94 to 125. A fourth regional classic will be added to accommodate qualifiers from the new divisions.

Expansion plans include these five new divisions: 1) Michigan (Michigan/northern Indiana); 2) Great Lakes (Minnesota/Wisconsin); 3) Plains (Nebraska/Kansas/Iowa/Northern Missouri); 4) Colorado River (southern California/Arizona/southern Nevada) and, 5) Western (northern California).

Anglers from any nearby states can compete in those divisions.

Whitaker was a tournament fisherman a half dozen years ago. But fishing took a heavy toll on his job, wallet and time spent with his family. He dreamed of weekend, single-day tournaments with low entry fees and sizable cash prizes. That way fishermen could compete without the considerable expense and time needed to follow the professional circuits.

As Operation Bass president, Whitaker has overseen the circuit's growth from 13 tournaments in 1980 to the current schedule of 90 events serving 29 states.

The Red Man Tournament Trail in 1986 will be made up of six qualifying tournaments in each of the 20 divisions. Each Sunday event costs only $50 to enter, with prize money and merchandise valued at 105 percent of the entry fees returned to the top 10 percent of each field.

The top 24 anglers after six events in each division, based on a system of pounds and points, advance to one of four Regional Classics. More than $200,000 in cash and merchandise prizes will be divided among the top 12 finishers in each regional.

For information on how to join Operation Bass and compete in the Red Man Tournament Trail, call or write Operation Bass, Rt. 2, Box 74B, Gilbertsville, KY 42044; (502) 362-4880.

BOATING SKILLS COURSE IN HOWARD BEACH

Coast Guard Auxiliary Flotilla 11-3 is giving a 15-week Boating Skills and Seamanship Course in Howard Beach, Queens at the Old Mill Yacht Club, at 7:30PM beginning on January 8, 1986. Some of the subjects taught include trailering, boat handling, marine engines, legal requirements, rules of the road and piloting. There will be a minimal charge for books and navigational tools. For registration and further information call FSO-PE Jim Schug, evenings at 718-776-8465.

ALL TACKLE SHOW A BIG HIT!

All Tackle Distributor's fifth annual Tackle Show was a huge success. The new concept for the show was the offering of a very wide selection of special close-outs at distributor costs and less up to 30 percent off jobber costs. This enabled the dealer to take advantage of purchasing some of their needed merchandise for their holiday sales.

Some of the new product lines that created a great interest at our show were: American Cyanamid, light sticks, exhibited by Frank Bergin; Daiwa, graphite comp. rods, exhibited by Bill Sheehan; Hampshire/Red Ball, footwear, exhibited by Dick Mermon, who also was our photographer ; Lowrance, X3 recorder, exhibited by Craig Gaunya; Penn's new electric downrigger, exhibited by Chris Nolte; Shimano, lever drag saltwater reels, exhibited by Ken Ehlers, and Stearns, flotation wear, exhibited by Frank Bergin.

We would like to thank all the reps for their participation and enthusiasm in helping make our show the success it was and thank all our loyal dealers for taking the time to come to the show.

At this time we wish to announce that Gloria and Harry Fuld have bought out Matthew De Angelis, who was a semi-active owner of All Tackle Distributors, Inc., and are happy to say that Rich Parisen has joined our firm in the capacity of sales and

NEW ULTRA-SENSITIVE PRIME®. IT WILL CATCH FISH YOU DIDN'T KNOW WERE THERE.

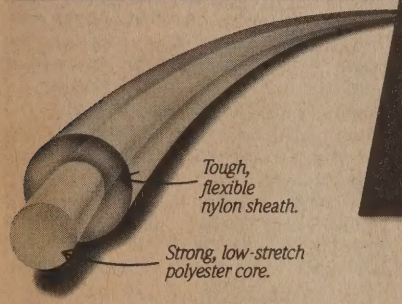
Fishing is a contact sport. Until you make contact, you can't catch fish.

That's why Du Pont has patented a whole new kind of fishing line. Ultra-sensitive Prime.

Prime makes contact so positive, so effective, it's almost eerie.

You'll feel more fish. Hook more fish. So you can catch more fish.

THE WORLD'S FIRST AND ONLY COFILAMENT.



To create Prime, Du Pont introduced the first cofilament fishing line. It combines the advantages of two very different materials—a core of strong, low-stretch polyester surrounded by a sheath of tough, yet flexible, nylon. It marks the leading edge of line technology.

YOU CAN FEEL THE DIFFERENCE YOU SEE.

Prime looks different. But you have to fish it to discover the real difference—Prime's sensitivity. In blind tests, fishermen using Prime reported an uncanny ability to feel what was happening down at the business end of their lines.

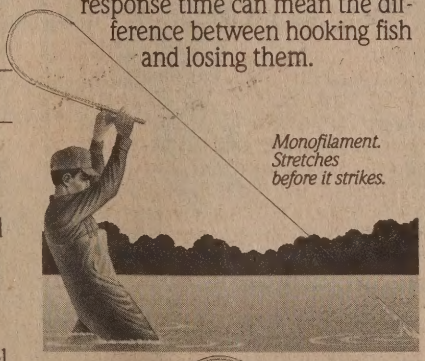
Put Prime to your own test on water you know really well. You'll feel details of underwater structure you may have overlooked. Lure action that was lost to you. Hits you missed.

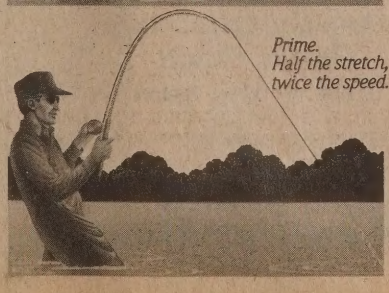
Set the hook. Prime's speed and power will surprise you. And the fish.

The reason? Prime has half the stretch of nylon monofilament in water. Action that gets lost in the stretch of regular line sends tremors of information back through Prime.

TWICE THE HOOKSETTING SPEED.

Low stretch also gives Prime extra-quick reflexes. With conventional nylon line, there's a lag between the sweep of the rod and the bite of the hook. With Prime, you set the hook. Right now. This split-second response time can mean the difference between hooking fish and losing them.





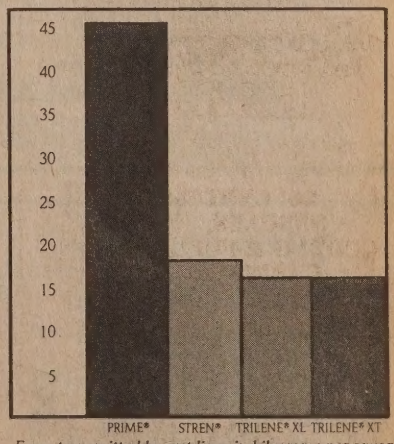
THREE TIMES THE HOOKSETTING POWER.

Prime is not only fast, it's powerful. With nearly three times more hooksetting power than the leading monofilaments. You can set the hook as well with 8-pound test Prime as you can with 20-pound mono.

What are the trade-offs?

None. Prime handles and casts beautifully. It's strong every way a line should be strong. It's tough. And it's visible, a soft fluorescent green.

Now you can re-explore your favorite water. Make your next cast with new ultra-sensitive Prime. And start fishing with feeling.



Force transmitted by wet lines in kilograms per square inch (Kpsi)

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PLEASE BE ADVISED THAT THE NEW
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MAY BE HAZARDOUS TO THE FOLLOWING:
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SEE THE "NEW 1986" SEA-OX NOW!
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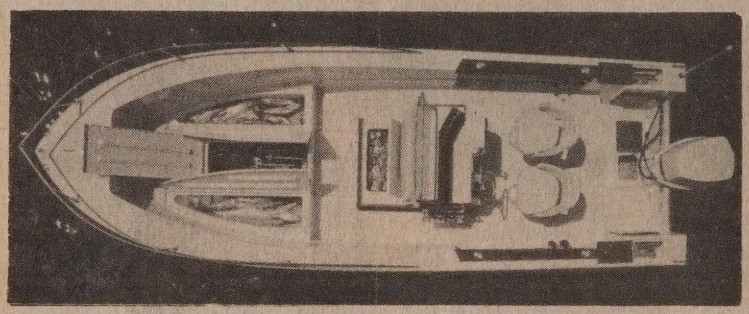
ALL MODELS IN STOCK — 18' • 20' • 23' • 26'



OUTBOARDS by YAMAHA
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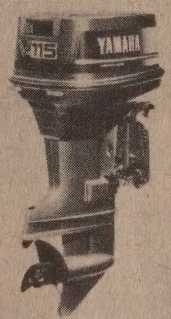

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marketing. His past experience is extensive in the saltwater market, both in retail and wholesale.

Looking forward to a prosperous and happy New Year, we wish you all the same and good fishing!

SAFE BOATING COURSE IN BROOKLYN

The U.S. Coast Guard Auxiliary, Plumb Beach Flotilla 11-7, will present a 16-week safe boating course starting on January 27th. The class will meet on Monday evenings from 7:30 to 10:30 PM at Floyd Bennett Field in Brooklyn, Bldg. #1.

The course will include instruction and demonstration in safe boat handling, aids to navigation, marine engines, marlinspike, sailing, weather, piloting, legal requirements, radio communications, rules of the road and first aid.

Upon successful completion of the course, an official certificate will be issued. The course is free, however, a nominal fee is required to cover the cost of the textbook, chart and piloting materials used in the course.

A Young Boater's course will be given at the same time for youngsters from age 10 to 15, only. Successful completion of this course will give the boy or girl a New York State certification which is mandatory for operating a powerboat.

Pre-registration is a must. For further information, please contact Andrew Russo, (718) 232-3511 between the hours of 6 and 8 PM. Register now!

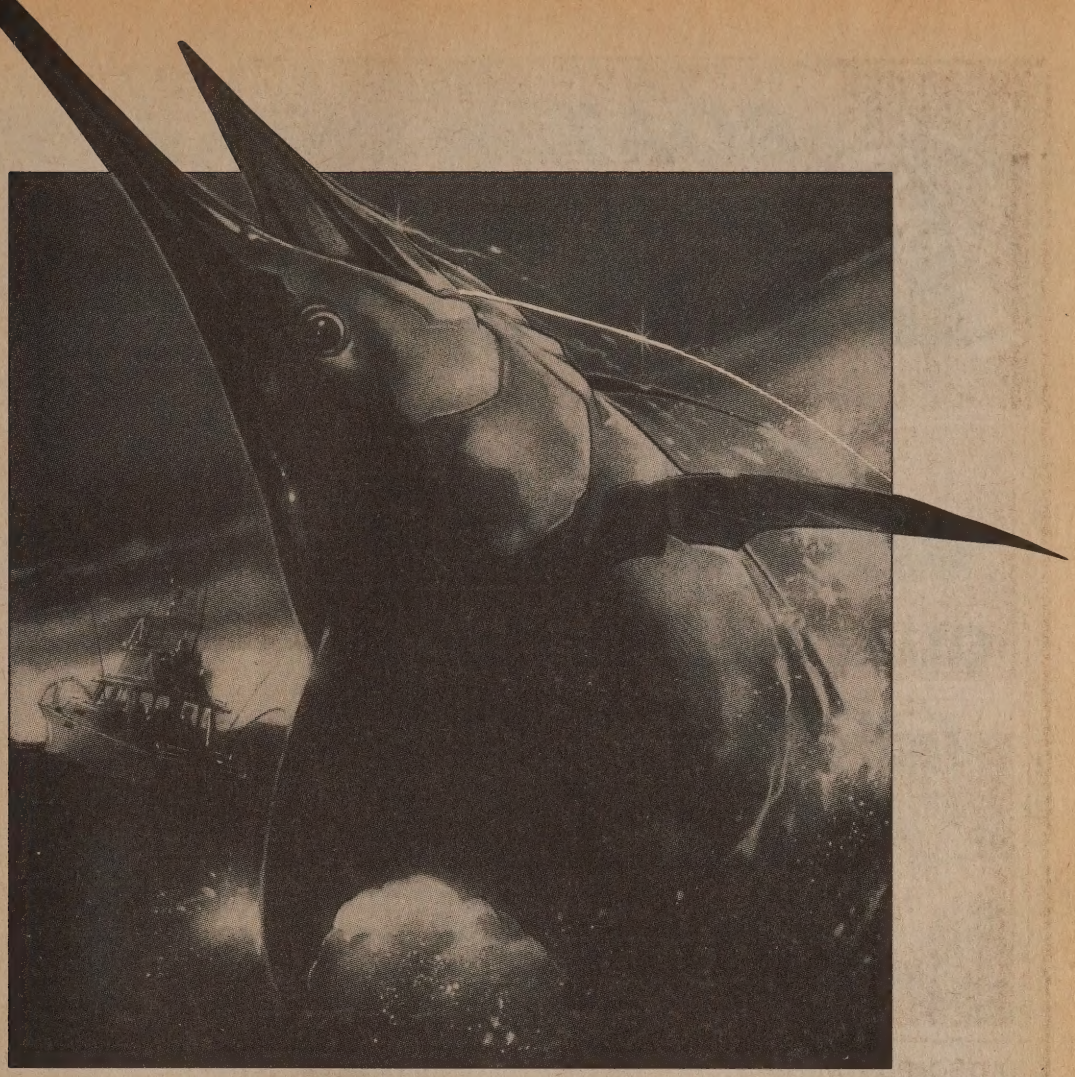
BERKLEY ESTABLISHES BERKLEY FUTURE FISHERMAN FOUNDATION

"The future of fishing depends upon our investment today," predicted Tom Bedell, president of Berkley. At AFTMA's annual trade show, Berkley announced the formation of a new foundation committed to passing on from parents to kids to their kids, the thrill and enjoyment of fishing.

Berkley is making an initial grant of $100,000 to Berkley's Future Fisherman Foundation to initiate efforts with federal and conservation organizations, state agencies, community and service groups, and others to promote education and participation in fishing, as well as the protection and enhancement of our aquatic resources.

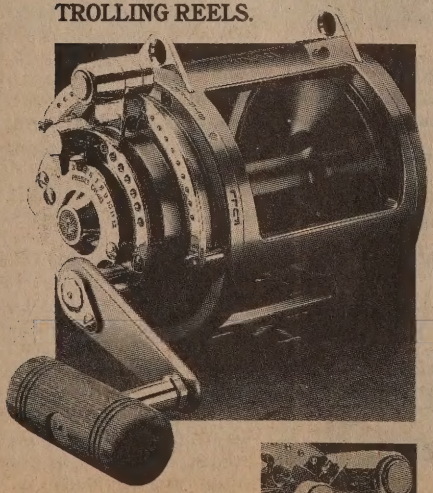
"Fishing is an activity that can be learned by four-year-olds and taught by 84-year-olds," Bedell announced in addressing the St. Louis Cardinal fans during AFTMA's night at the baseball game. "An an industry we must invest in the future. We must help parents learn how to share the fishing experience with their families. We must work more closely with federal and state agencies and conservation organizations."

As a non-profit organization, Berkley's Future Fisherman Foundation will work with well-known entertainers, sports personalities, and



Reel Serious.

DAIWA'S SEALINE TOURNAMENT™ SERIES OF HIGH-SPEED OCEAN TROLLING REELS.



Daiwa's unique Dual Drag Lever system.

Daiwa's UNIQUE DUAL LEVER DRAG puts the odds in your favor against the heavyweight ocean gamesters!

Special PRE-SET LEVER locks into place once you select STRIKE tension. You then control running fish with the main drag lever.

Five models for lines from 30 to 80 pound-test, plus 50-wide and 80-wide models!

One-piece unitized frame machined from solid aluminum alloy for maximum torque resistance!

Multi-electrostatic anodized frame, spool and side plates for saltwater corrosion resistance.

Four stainless steel ball bearings for long-lived smooth running.

Super-rugged nitrided molybdenum steel gears!

Rod brace for 80-pound models adapts to a variety of reel seats.

Unique reel clamp can be installed AFTER line is wound on spool!

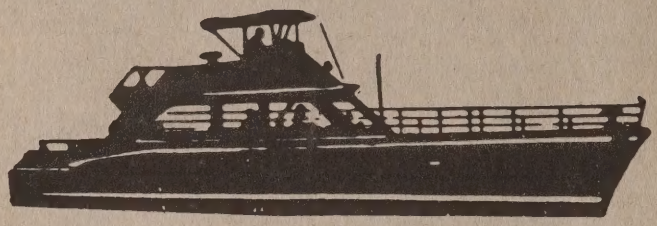
We're talking serious saltwater fishing here!

Daiwa

COMMITTED TO TOTAL QUALITY

Daiwa Corporation

BOAT INSURANCE SPECIALISTS



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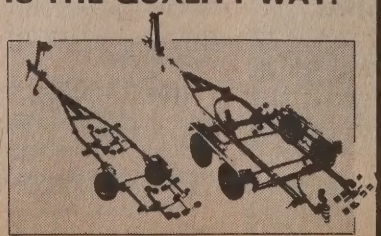
IS THE QUALITY WAY!**



450 lb. capacity — 6500 lb. capacity
LARGE SELECTION IN STOCK

public leaders to promote the benefits of fishing.

"All of us associated with fishing must combine our efforts to increase the number of people who fish, how often they go fishing, and the protection and enhancement of our aquatic resources. We are excited to announce the funding of Berkley's Future Fisherman Foundation as a non-commercial effort to work with all facets of our industry to promote fishing."

SEAFOOD AND HEALTH

The number one trend today among consumers is their concern for health, diet and exercise. Seafood is becoming an increasingly more important part of good health today. Consumers want to stay healthy and fit and seafood can help meet that goal.

Current research indicates that more and more nutritionally smart people are increasing the amount of seafood in their diets both to stay in shape and to reduce the risk of coronary heart attack. Per capita consumption of seafood (edible weight) increased from 12.3 pounds in 1982 to 13.1 pounds in 1983, to 1984's figure of 13.6 pounds. These figures are on an edible weight basis, so the increase over a two-year period represents about one billion pounds of whole fish and shellfish utilized by U.S. consumers.

Consumers are concerned about their health. Three of the major concerns are calories, fat content and sodium levels. Coronary heart disease accounts for approximately 50 percent of all deaths in the United States. One of the most exciting recent developments in seafood nutrition is the role that certain polyunsaturated fatty acids found in fish oils play in actually reducing the risk of heart attack.

TAMING THE GILL NET MENACE

At its 1985 Annual meeting, the Board of Directors of the National Coalition for Marine Conservation (NCMC) passed a resolution supporting a ban on gill netting in the coastal and inland waters of the United States. Knowing that this is a long range goal, the NCMC's directors called for the immediate adoption of interim measures to minimize the abuses of gill netting and its harmful effect on the nation's living marine resources.

National attention focused on gill netting by the NCMC and other fisheries and conservation groups has sparked growing public outrage and demands for action. The message is even being heard in the halls of Congress. The Senate Commerce Committee held hearings in September to look into the widespread problem of "ghost fishing" by lost or discarded nets. The gill netters, who have for years stubbornly resisted any and all attempts at regulation, are closing ranks to counter the intensifying campaign to get them to clean up their

Gamefish don't strike bargains. Why buy one?

If you fish big water, you may have to contend with both a furious fish and an angry sea. And neither is likely to make allowances for a bargain boat. Offshore, the only real bargain is Grady-White quality. Here's why: ■ Hand-laid fiberglass hulls and decks are stronger than chopped glass laminates. ■ All Grady-Whites have full foam floatation. Bargain boats over 20' don't. ■ No fish boxes or hatches in a Grady-White self-bailing cockpit drain into the bilge. ■ Tackle drawers, lockable electronics boxes and rigging stations simply aren't there on low priced boats. ■ Grady-White's standard through-bolted hardware, extra scuppers and higher gunwales—all essential safety features—aren't even available on a bargain boat.

Altogether, a Grady-White gives you the one fishing feature no bargain boat delivers... *confidence*. And, that's hard to put a price tag on when you're in six foot seas, thirty miles offshore and a billfish charges your baits.

See your Grady-White dealer.

STATE-OF-THE-ART SPORTFISHING

Experience it.

GRADY-WHITE BOATS

P.O. BOX 1527/GREENVILLE, N.C. 27834/(919) 752-2111

The Complete Sportfisherman
Luhrs

THE LUHRS 340
Offers more standard features than any other sportfisherman in her class ... including the welded aluminum tower complete with console.

Luhrs 290, 340 & 342
IN STOCK
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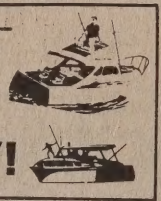
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act.

At present the only restriction on the use of gill nets in most areas of the country is the size of the mesh allowed, which varies from fishery to fishery. Conservationists instead argue for regulations that address the uniquely destructive aspects of this type of gear. The Regional Fishery Management Councils, the National Marine Fisheries Service and most state authorities, however, have generally been unwilling to use the powers at their disposal to protect marine resources from netting, and sporadic attempts by conservation interests to control the nets on a case by case basis have produced mixed results. In 1982 the NCMC joined the successful battle to keep encircling gill nets from being used to catch bluefish in Chesapeake Bay. We have lobbied in the Regional Councils to limit the use of gill nets and reduce the attendant gear conflicts with party boats in the New England groundfish fishery; to prohibit drift nets in the swordfish fishery; and to end the devastation of mackerel stocks by power-rigged gill nets off the shores of Florida. On the West Coast, the NCMC-Pacific Region is working hard to regulate the drift gill net fisheries off southern California that kill striped marlin, whales and much else.

The problems caused by the largely unregulated use of gill nets differ somewhat from region to region, but there are threats common to all areas and all fisheries: ghost fishing and fouling of hook-and-line gear by unattended nets; wasteful killing of target and non-target species; and the incidental entrapment of game fish, mammals, turtles, birds and other sea life. The NCMC believes now is the time for the nation to take strong action against these abuses and for Congress to enact uniform federal standards to protect the marine environment and the future of fishing from what has become a national menace.

The Problem: A gill net is a flat net whose meshes are capable of capturing fish by permitting head and gill covers to pass through the net in one direction but not be withdrawn. The nets are usually made from synthetic monofilament material which is virtually invisible, more durable and gills more effectively than cotton or linen. Gill nets (or entanglement nets) are usually anchored or drifted to capture moving fish in the impassable wall of net, but they are also used to encircle schools of fish, which are then driven into the nets.

The rapid proliferation of gill nets in our ocean fisheries can be credited to their remarkable efficiency, making them popular with commercial fishermen looking to get in and out with a fast buck. The resource pays a stiff price for this efficiency, however, because gill nets are notoriously indiscriminate in what they catch. Thousands of non-target fish, sea birds and marine mammals are routinely entangled in the nets, an encounter which is nearly always fatal. Of those fish sought by the gill netters, many are killed but lost (so-called "fall-out"); in some fisheries an estimated one fish is lost for every 4 landed. When the non-biodegradable nets are lost through accident or negligence, or simply discarded, they may continue to kill marine animal life indefinitely.

Other fishermen pay a price besides the depletion of the resource they share with the gill netters. Hook and line fishermen, for example, are deprived of access to precious fishery resources, either through direct gear conflict or pre-emption of traditional fishing grounds. Add to this the hazard to navigational safety posed by unmarked, unattended or lost nets clogging the waterways and the enormity of the gill net problem begins to come into focus.

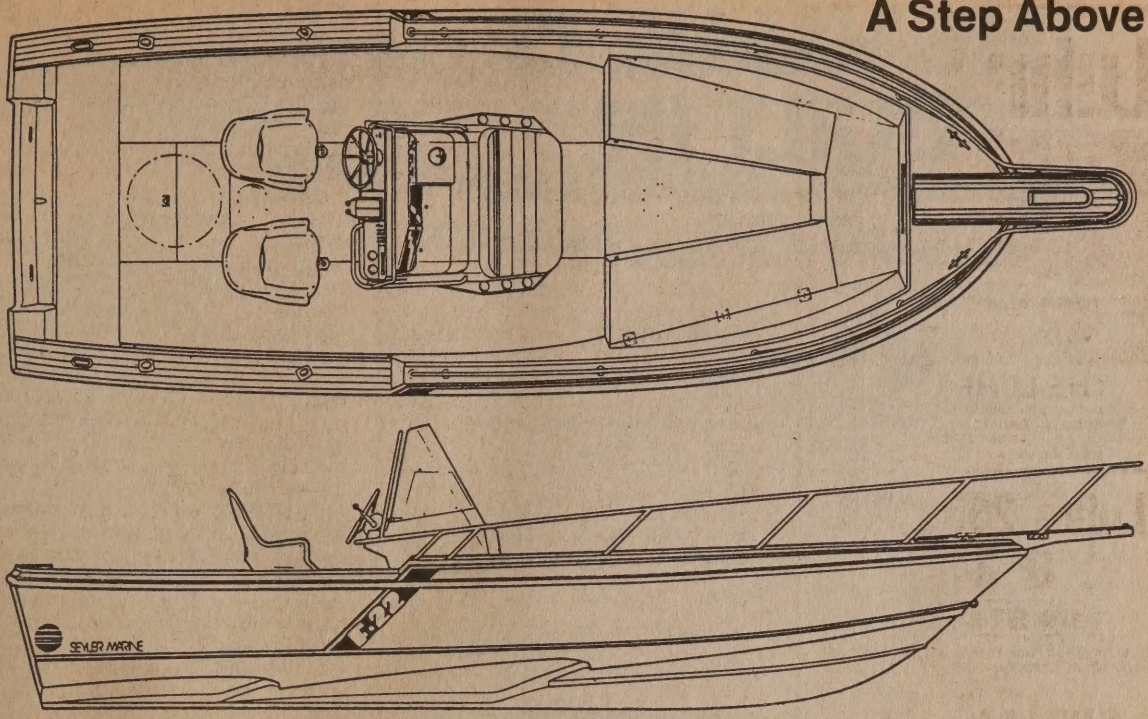
The Bill: After consulting with leaders of fishing and conservation groups from all over the country, the NCMC staff has drafted legislation designed to reduce or eliminate the harmful impact of gill nets by setting uniform standards for their use in the bay, estuaries, nearshore and offshore waters of the United States. The bill also would create a national program for locating and retrieving lost or abandoned nets.

The standards in the NCMC bill are aimed specifically at reducing the incidence of lost or abandoned nets; minimizing conflicts with other fishing gear and/or vessels and the potential for hazards to other fishermen, boaters and sport divers; and preventing the nets from being employed in a manner detrimental to the resource and to other users of the resource. The bill would require that:

- All gill nets must be attended at all times while they are in the water.
- All gill nets must be affixed with markers identifying the owner/operator. Markers should be constructed of material at least as durable as the nets.
- All gill nets must be attached with a floating device(s).
- Each gill net would be limited to a maximum length of 3,000 feet in coastal waters and 1,500 feet in inland waters.
- No two gill nets may be set closer together than the allowable length of the nets for that area.
- No gill net may be set in other than a straight line (i.e., no encircling nets).
- Any fisherman who loses all or any part of a net, for any reason whatsoever, must report the time and place of the loss to the proper authorities at once.

The gill net legislation would establish a lost net retrieval program to be administered by the National Marine Fisheries Service in cooperation with the Coast Guard and state marine authorities. Proceeds from the sale of mandatory net markers or tags would be used to finance this program. Gill netters would be encouraged to mark their nets and to report

A Step Above!



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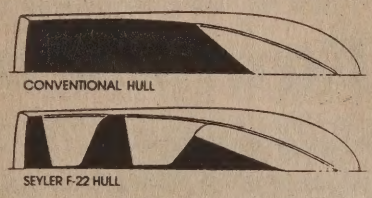

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losses through the imposition of substantial penalties for the use of unmarked or improperly marked nets, or failure to report a lost net which is later found, retrieved or involved in a gear conflict. In the latter case, the identified owner would be subject to a heavy fine and liability for any damages caused by the net.

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COAST GUARD PUBLISHES PROPOSED LICENSING CHANGES

Celestial navigation tests for coastwise mariners, a license in just six months for "six pack" operators, and tougher tests all around are among the items contained in a Coast Guard proposal to change the existing licensing system.

T. Brantley Houston, Jr., President of Houston Marine Training Services and Exam-Prep Centers, Inc., is cautiously optimistic about the Coast Guard proposal. "Mariners wil have a more logical, reasonable path of advancement leading to licenses with greater scope and authority than under the current system," says Houston, the leader of the nation's largest marine exam preparation firm. "But applicants will have to earn their increased opportunities by meeting stiffer testing and training requirements," he adds.

Under existing rules, for example, a prospective charter boat captain must document 360 days of experience on small vessels to qualify for a license allowing him to carry 6 or less passengers on an uninspected vessel over a limited geographic route. Any extensions of that route require additional trips to the Coast Guard to document more experience and take more tests.

In contrast, the proposed rules allow an applicant to obtain similar passenger carrying authority for all inland waters in just six months. An offshore license will still require twelve months of service, but the authority will extend up to 200 miles off any coast around the world.

In addition to receiving such a broad geographic route, "six pack" operators will have the opportunity to obtain a Mate's license for vessels under 200 gross tons. This "dual authority" will enable the individual to serve as the captain of uninspected passenger vessels or work as an officer on small cargo vessels, inspected passenger vessels, or towing vessels.

Even if a charter boat skipper continues to operate an uninspected vessel, he will be gaining time to

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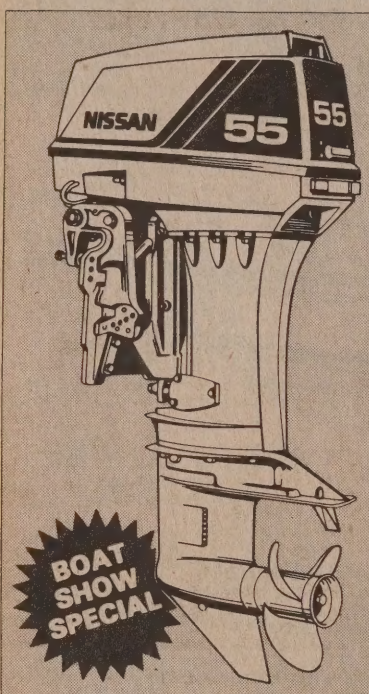

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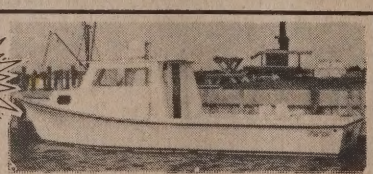

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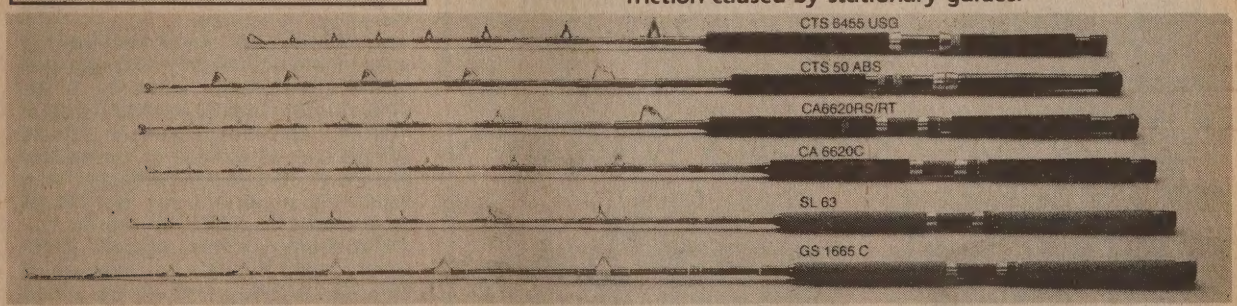

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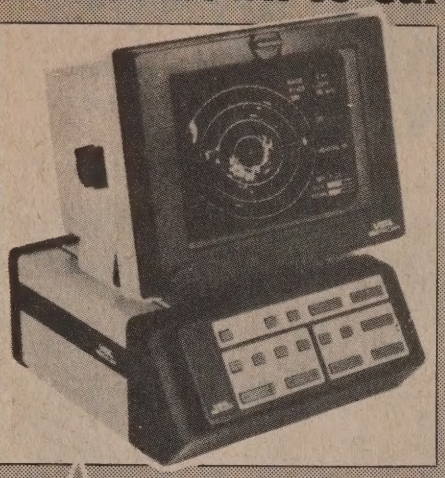

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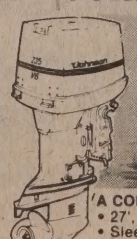

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move up to Master in the 200 ton category. At that level he can operate any inspected vessel within the tonnage limitation of his license and be in position to move up to larger tonnage licenses.

The "200 ton" Master license will replace the existing Ocean Operator ticket which is required to operate inspected passenger vessels carrying more than six passengers for hire. Although the total service requirement is the same (360 days for inland authority and 720 days for offshore routes), applicants for the Master license must have previously gained time while holding the Mate document.

"The standards for 200 ton Master/Mate typify the mixed blessings of the proposed licensing system," Houston notes. "Although the new Master/Mate licenses expand an individual's authority for route, size of vessel, and type of operation without increasing the minimum experience required under existing rules, the price of these advantages will be a more rigorous exam, particularly in vessel operations and navigation."

Coast Guard specifications for a "200 ton" license exam include material on cargo handling gear, ballasting, gas freeing, stability, SOLAS, MARPOL, IMO principles, dangerous goods precautions, damage control and tide and current calculations, along with more "routine" subjects such as seamanship, first aid, firefighting, and aids to navigation.

Candidates for the license can also take an exam in celestial navigation to receive an "oceans" endorsement. For licenses above 200 tons, the proposed rules require celestial navigation proficiency for any route offshore.

"Anyone who has been considering a license would do well to obtain it before the rules change," Houston advises. "Virtually all licenses will 'appreciate' in authority when the new rules become effective, so individuals who are already licensed will be able to gain the benefits without paying the price," he states.

Licensed operators of uninspected passengers with restricted routes will gain the "all coasts" authority, for example, while Ocean and Inland Operators of inspected passenger vessels will be able to convert to the Master license in the 200 ton category. "It is especially important for 'motorboat operators' to upgrade to Ocean Operator before the rules become effective," Houston warns, "because if they wait too long they will be forced to spend extra time as Mate before they can advance to the command position of Master."

The Coast Guard plans to publish final rules on the new licensing system following the public comment period which ends February 21, 1986. As a service to the industry, Houston Marine has established a "New Rules Hotline" at 1-800-821-7055 (outside Louisiana) or 1-800-922-8868 (in Loui-

siana) to answer questions about the impact of the proposed rules on current and prospective license holders.

BOATING CLASSES AT MIRAMAR YACHT CLUB

In preparation for the spring boating season, the Brooklyn Power Squadron will be hosting its spring of '86 boating classes at the Miramar Yacht Club in Sheepshead Bay, Brooklyn. The classes are taught by qualified instructors and will include actual hands on instruction, covering every facet of the safe boating.

Instruction is offered for free and a nominal fee is charged for course papers which include a course plotter and dividers. Courses will also be offered at Saint Francis College on Remson Street in downtown Brooklyn for all those interested. The Brooklyn Power Squadron is a non-profit organization dedicated to the promotion of safe boating. For further information on Spring classes contact the Squadron education officer at 338-3083 or the Squadron Public Relations officer at (212) 689-4100 or contact BOAT-US at 1-800-336-BOAT. The courses are expected to last for 10 weeks and cover topics such as equipment, regulations and safe operation, as well as weather, trailer operation, Great Lakes boating, inland rules of the road. The stated objective of these courses is to learn to skipper a boat with confidence.

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A secondary loss of power can result from the warm, humid weather conditions. The outboard's propeller, which was chosen in early spring to allow the engine to turn within its recommended RPM range at full throttle, may be the wrong prop in the summertime. As the engine loses horsepower because of the weather the prop, in effect, becomes too large. So the engine operates at less than its recommended RPM. Switching to a lower pitch prop will regain some of the lost power and permit the outboard to again run at the recommended RPM.

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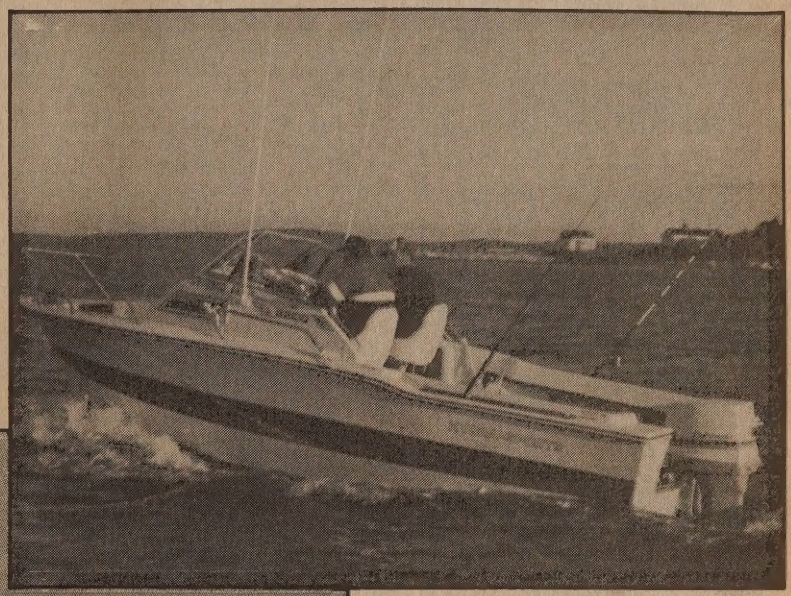

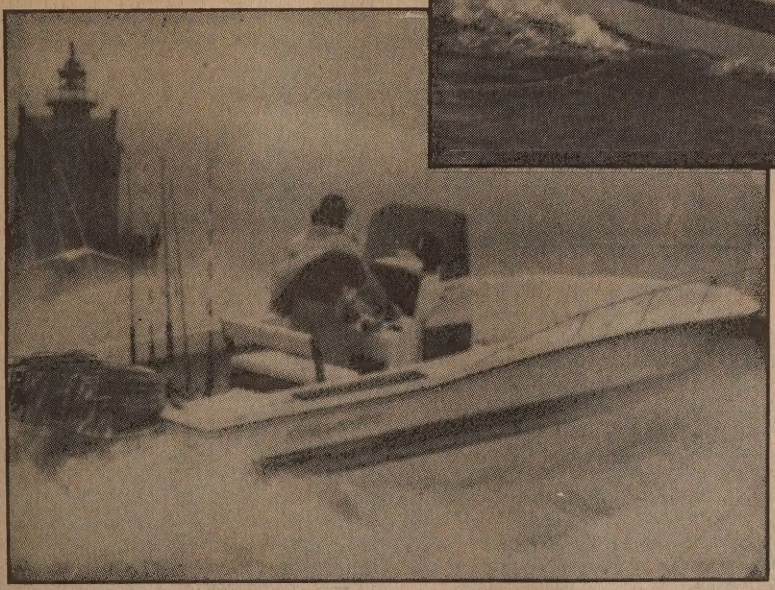

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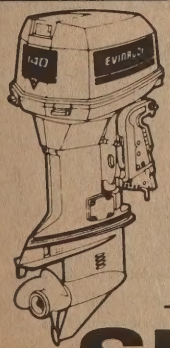

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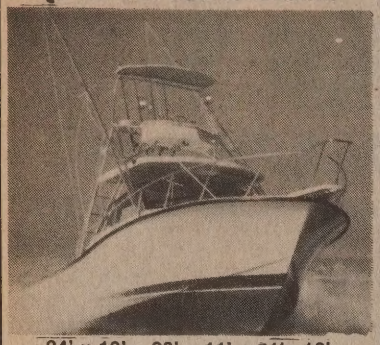
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NEW PRODUCTS

SILSTAR INTRODUCES NEW DUAL-BLANK ROD SERIES

Charles Randall, Silstar President, recently announced the introduction of the Vibra-Lite 1700 Series Rods all with dual-blank and blank-through-handle construction.

Consisting of six models, three spinning and three baitcasting, the 1700 series rods are made of 98 percent graphite and feature gold plated guides with aluminum oxide inserts and high quality cork grips.

Baitcast rods are equipped with the Vibra-Touch grip which allows the user to see and feel the rod blank.

"We are excited about the addition of these news rods to our line," Randall said. "The 1700 Series combines strength, sensitivity and good looks and we expect it to be very popular," he stated.

SHAKESPEARE INTRODUCES 1986 MOTOR LINE WITH NEW MOTORS, NEW FEATURES

Shakespeare brings new meaning to the expression, "The best keep getting better," by introducing the 1986 Shakespeare motor line—the most rugged, convenient and trouble-free electric outboards ever built!

New for 1986 is the Kicker motor: the first motor designed with the fisherman in mind. This dual operated trolling motor features a revolutionary new design that uses an adjustable-angle handle which can be maneuvered through an infinite range of positions. Angled in an upward position, the motor can be guided with the hand; angled downward, the Kicker can be guided with the foot; and, placed in a mid-level position, it can be guided with the brush of the hip or knee! The Kicker's three models (12 volt K250 and K350, and 24 volt model K400) feature a 5-speed rotary switch, rocker type "Momentary-Off-Continuous" switch and a patented, retractable bow mount which automatically locks in both running and stowed positions.

Shakespeare's Sigma 25W, 30W and 35W models now convert easily from transom to bow mount with the introduction of the new accessory bow mount bracket (MB942). The bow mount bracket features all aluminum construction and stainless steel hardware and accepts motor tube lengths up to 42". Also standard on Sigma 25W, 30W and 35W models are Shakespeare's Weed-Free Pow'r Prop propellers and Shakespeare's famous "One-Stik" control, which actuates both speed selector and forward-reverse switches.

The new Sigma 35WV introduces new solid state, pulse-stype speed control circuitry, providing 10 to 20 percent greater efficiency, particularly at lower speeds. This new technology also contributes significantly to prolonging battery life.

All Sigma transom mount motors features a protective chrome-plated 30" steel motor tube and Memory-Lock transom mount bracket with quick release feature.

For more information on the full line of Shakespeare motors for 1986, contact Paul Towler at (803) 754-7540, or write Shakespeare, P.O. Drawer S, Columbia, SC 29260.

CORRECT CRAFT: FISH NAUTIQUE

Correct Craft Inc., the Orlando based boat manufacturer, has re-introduced its famous 23' Fish Nautique. Their 1986 edition of this offshore center console fishing boat has added a host of features: an all new inner liner with three lockable storage bins; an oversized catch-well with optional live well; console storage; an entirely new designed center console with built-in lockable radio box; a new transom interior has been designed for more floor space, and fuel capacity (100 gallons under floor).

Correct Craft's engineers have tackled this boat inside and out to bring you an even better ride in 1986. The front chine area of the hull has been re-engineered to give you the dryest possible ride.

Engine options include the 350, 351 or 454 power plant. As in all Correct Crafts, the Fish Nautique features a conventional inboard power utilizing Borg Warner's 1-1 gear ratio.

For more information, contact Correct Craft, Inc., P.O. Box 13389, Orlando, Florida 32859; (305) 855-4141.

LORAD INTRODUCES BLACK STAR VHF/FM RADIO

The LORAD Corporation of Miami, Florida, has announced the introduction of its first all-scan "computer controlled" VHF/FM radiotelephone with memory and RX/TX Modulation Indicators. An exception in quality construction, features and water sealing.

The features include scanning of all 82 U.S. and International Channels, 11 Programmable Memory Channels, Dual Watch, Priority CH. 16, 7 NOAA and 1 Canadian Weather Channel. All are housed in a completely O-ring and gasket sealed corrosion-proof cabinet. The speaker is 100 percent waterproof.

The Black Star's exclusive TXM1/ Transmitter Modulation Indicator circuitry now make it possible to monitor the actual transmission or reception modulation via red and green LED display lights.

The Black Star's quality construction and unique features demonstrates LORAD's commitment to lead the industry in excellence in product

MORTY'S FINEST

THE STEEL

The quality of the steel depends on a number of factors. Choice of the most suitable steel, proper hardness, flexibility, and toughness. A good knife should not only be sharp but retain its sharpness as long as possible. We offer a choice of two different steels which meet all of the above criteria.

1. Ultra fine grained structure carbon spring steel (not stainless) which is noted for its ease of sharpening and long lasting edge holding properties.
2. Our special custom high-grade carbon chrome-molybdenum stainless steel alloy which also offers long lasting edge holding properties.

THE BLADES

Each blade is hand profiled to shape, painstakingly hand ground, and honed to the finest edge obtainable. The blades are heat treated and tempered in very small batches to a hardness of 55-57C on the Rockwell C scale to produce an edge that until now you thought was impossible.

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Each blade length is specially shaped to perform at its optimum for the job intended. There are no other blades like these. Each blade (except the 4½" blade) has a razor sharp saw on the back side to cut thru bone or cartilage. The handles are well designed for comfort and safety with non-slip checkered grips made of Packawood (a resin impregnated waterproof material that is tough as steel). These knives have undergone over 1 year of hard field testing by commercial fish cutters and some of the best sport fishermen in the game to bring these knives to this level of excellence.

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For more information contact: LORAD Corp., 7300 N.W. 35th Terrace, Miami, FL 33122; (305) 594-5885.

FIN FADS INTRODUCES NOVEL PRODUCTS FOR ANGLERS

The Fin Fads manufacturer of quality fishing accessories in Newbury Park, California has introduced two novel products that will trigger the interest of both pro and novice fresh and light tackle saltwater anglers.

For the avid fly-casters, and ultra-light spinfishing enthusiasts as well, the new, circular-shaped, soft-padded Fly Cache clips onto the angler's vest or shirt to maintain about two dozen flies, or assorted mini lures, in good condition, making them both readily and conveniently accessible while fishing. For the angler who has "everything," it's the ideal gift.

Crafted from top grain leather, Fin Fads' other product, Rod Cache, conveniently slips onto any belt up to two inches in width, allowing the angler's hand to remain free to change bait or lure or tie a knot or whatever. Expertly made to afford many years of use, the Rod Cache features high impact tubing and a durable riveted assembly.

Both Fin Fad products have been thoroughly field tested by knowledgeable anglers in California's Mammoth Lakes area. In a past issue of *Sports Afield Fishing*, the Rod Cache was acclaimed as one of the best new fishing accessories introduced. Relatively small in size, both products can be transported inside the angler's conventional tackle box.

As a special introductory mail order offer, both products may be ordered directly from the manufacturer at the following prices: Fly Cache, $5.95; Rod Cache, $8.95. Prices include shipping and handling. California residents must add sales tax.

To order or request additional information, write: Fin Fads, 272 Henrietta Avenue, Newbury Park, CA 91320; phone (804) 499-5369.

AMBASSADEUR 7000C JOINS 7000 IN 1986 GARCIA REEL LINE

Garcia has brought back its classic Ambassadeur 7000 baitcasting/trolling reel for 1986 and added a companion model in the same big water class, the 7000C with stainless steel ball bearings.

The 7000 and 7000C are designed for casting or trolling for such tough customer species as striped bss, king mackerel, albacore, wahoo, lake trout, chinook salmon, permit, and tarpon.

Both have brass drive and pinion gears for extra strength, smoothness and corrosion resistance. Other features include a multi disc star drag, line out alarm, dual mechanical/centrifugal braking system, and a ball bearing drive system. The retrieve ratio on both models is a powerful 4.0:1.

The 7000 and 7000C are the largest capacity level wind reels available in the Ambassadeur series, with a 20 pound test line capacity of 270 yards.

"We are delighted to offer the 7000C in response to those serious anglers and guides who favor the stainless steel ball bearings," said Mike Myers, President of ABU-Garcia, Inc.

LOWRANCE UNIT COMBINES LORAN C, GRAPH READINGS

Development of an accessory sonar unit that adds a new dimension to water navigation has been announced by Lowrance Electronics, Inc., Tulsa, OK.

Named the LCI-16, the computerized unit provides for the printing of Loran C position coordinates on chart paper used in new Lowrance X-16 and X-165 Computer Sonar graphs.

Darrell Lowrance, president of the company, said the new "black box" enables the X-16 and X-165 to interface with many Loran C navigation instruments now on the market.

He said it takes only the touch of a button on either of the new graphs to instantly print Loran C latitude and longitide or TD (time difference) coordinates vertically on the paper.

Lowrance termed the unit as revolutionary, and a "break-through in the marriage of navigation and sonar."

"The LCI-16 allows the boat operator to pinpoint the location of any object found underwater, whether it be large lake or ocean," Lowrance

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said. "The location coordinates can be printed right beside a graph picture of the object or school of fish.

"If the object is stationary, such as a sunken ship, the graph-printed coordinates and picture can be used at any later time to find it again, with pinpoint accuracy," he said.

Operating off the boat's 12 volt power supply, the new unit requires no external switches. Power is supplied through the graph.

With the LCI-16 the X-16 will interface with 10 Loran C units now in use.

For more information on the new unit contact Department LCI-16, Lowrance Electronics, Inc., 12000 E. Skelly Drive, Tulsa, OK 74128.

SUZUKI INTRODUCES 11 NEW FEATURES ON 1986 OUTBOARDS

In 1986, Suzuki Outboard Division has provided reliability and convenience to its users by introducing no less than 11 mechanical innovations to its 2 through 140 horsepower outboard lineup. This year, that lineup will be joined by these new facEs: Suzuki's first V6 engines, coming into the market as three brand new outboards. This will be the major introduction of the year, and undoubtedly a major milestone in the history of Suzuki outboards itself; a 20 horsepower outboard will be joining the lineup, filling the gap in that range.

The engine upgrades are:

1. An enhanced version of Suzuki's self-contained oil injection system is available on all Suzuki engines 40 hp and larger.

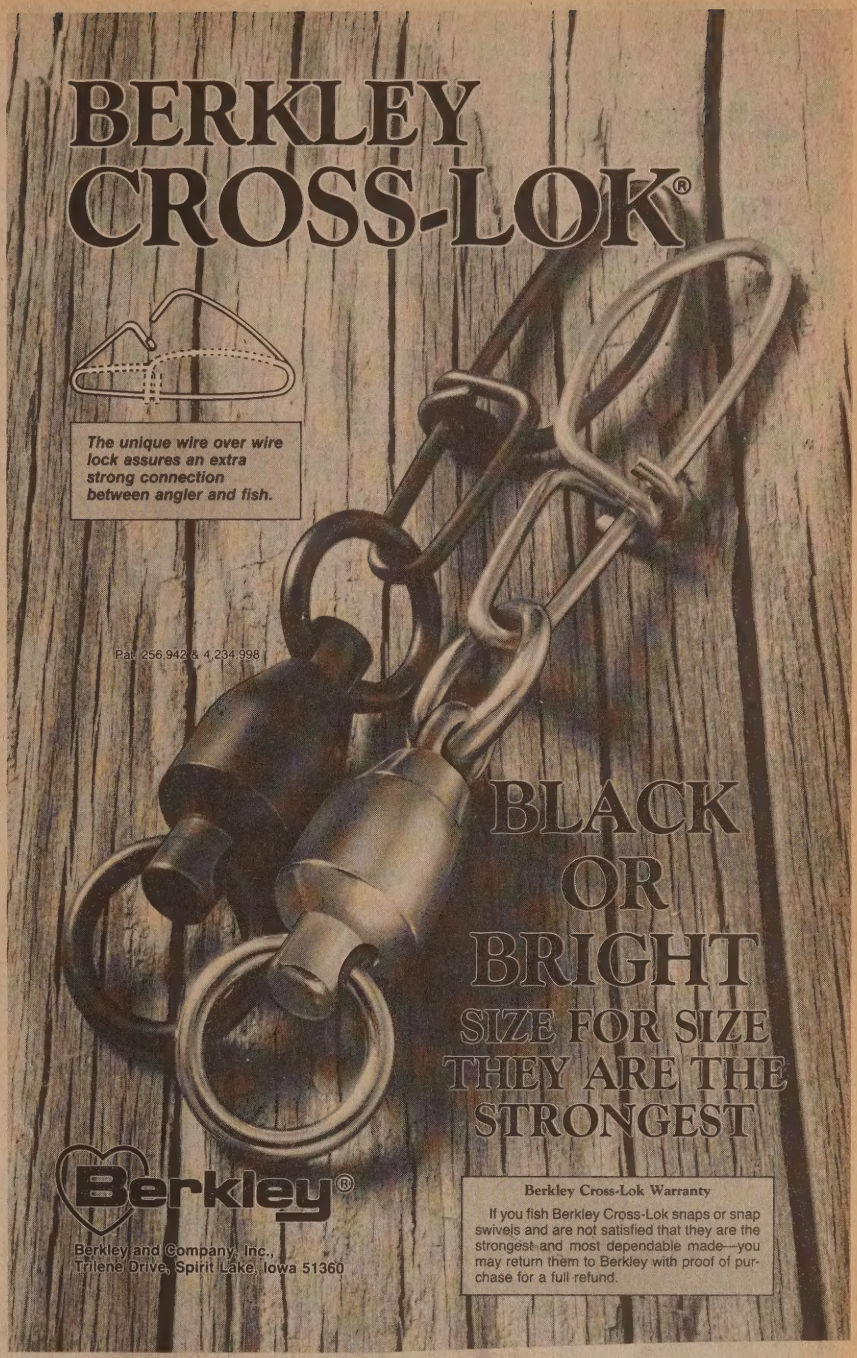
The new system provides a 50:1 mixture at full throttle and a 150:1 ratio at trolling speeds. The higher gas:oil ratio will prolong spark plug life and reduce the risk of plug fouling.

2. For Suzuki engines 30 hp or smaller, the company now recommends a gas:oil mixture of 100:1 as opposed to the traditional 50:1.

3. IC-controlled ignition, pioneered last year on Suzuki's 65 and 55 hp engines, has been added to the 140 and the 115 to improve acceleration and performance. The integrated circuit provides precisely the right ignition timing for any operating conditions without the moving parts required by mechanical timing control mechanisms. The reduction in moving parts improves reliability.

4. Addition of IC-controlled ignition to the 140 an 115 also made it possible to add a cooling-water sensor for overheat protection. When a loss of water preSsure in the cooling system occurs, the sensor tells the IC-controlled ignition to instantly cut engine speed, thus warning the pilot that a problem exists. Unlike standard temperature gauges, the water sensor alerts the pilot to problems before mechanical damage from overheating can occur.

5. The new Suzuki Monitoring System on the 140, 115, 85, 75, 65, 55 and 40 hp (40E model) engines provides the pilot with comprehensive,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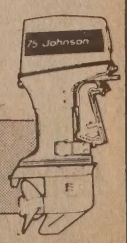

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There is a host of options available for extra convenience, like analog rudder angle indicators, remote controls, alarms, compasses, & various power units for both hydraulic & mechanical steering.

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at-a-glance operating information. Excessive engine RPM, oil level, oil flow (V6 models only) and cooling system status (all models except 40E, 75 and 85 hp) are shown in a single 2½ inch dash display.

6. Water pump durability has been significantly increased on the 140 and 115 because Suzuki uses water pump housings made of solid stainless steel.

7. The flywheel on the 140, 115, 85 and 75 hp engines is now fully enclosed.

8. Improved water intakes on the 30 and 25 hp engines enhance cooling system performance.

9. More secure, easier-to-use hood latches are provided on the 85 and 75 hp engines.

10. A 20 inch shaft model is now available on the 2 hp engine for use on smaller fishing and sailboats.

11. Suzuki has given its 140, 115, 85, 75 and 2 hp engines additional corrosion protection with a zinc trim tab.

Suzuki Outboards is a recognized industry leader in technical innovation and introduced oil injection for outboard engines in 1980. The company now markets 19 models ranging from 2 to 200 horsepower throughout the United States. Suzuki outboards are noted for exceptional durability and feature loop-charge fuel induction on all models.

For further information contact: Outboard Sales Department, U.S. Suzuki Motor Corp., 3251 E. Imperial Highway, Brea, CA 92621-6722; 1-800-854-4683. In California, (714) 996-7040.

FURUNO SMALL RECORDERS FOR EVERY FISHING NEED

This all new line of recording sounders from Furuno has been carefully designed to meet the needs of just about any fisherman, either on the lakes or well offshore. Each unit uses the most up-to-date microprocessor circuitry to produce ultrasharp, crisp recordings in up to 4 easily distinguished shades.

The FE-4200 has convenient cassette-loading 4" paper, a first range of 0-15 feet and maximum depth of 960 feet, shadow line to show fish right on the bottom, noise limiter, paper speed adjustment, depth and target alarms, choice of either 50 or 200 kHz operation and a large LCD readout that indicates actual bottom depth and complete system status at a glance. There's even a professional bottom lock feature that shows the bottom and adjacent 15 feet of water on the lower third of the paper, while you view the full depth range selected on the top two-thirds.

The other two models in this Furuno line are quite similar to the FE-4200. The FE-4000 is virtually identical except it does not have the LCD readout. The FE-6200 presents the same spectacular picture, but expanded to a full 6". In all, these new Furuno recorders pack tremendous value into compact, rugged cabinetry.

Because of the multilevel signal quantization, fish and bottom marks show in very distinct shades of grey, with the strongest returns as the darkest print. This makes it very easy to assess the density of fish schools or the size of a single large fish.

The new Furuno recorder line is available at any of our more than 200 authorized dealer outlets. Send for free full color literature today. For more information, contact: Furuno USA, Inc., Box 2343, 271 Harbor Way, So. San Francisco, CA 94080; (415) 873-9393.

PRESIDENT BAIT CAST REEL IS FIRST WITH LEFT/RIGHT RETRIEVE!

New from Shakespeare for 1986 comes the first left/right retrieve convertible bait cast reel: the President.

Now fishermen can ease fatigue by casting with one hand, then retrieving with the other. And fish-catching versatility can be increased by switching the retrieve when going from one form of fishing to another: when using a worm for bass fishing, the fisherman would use the reel in the left-hand mode, then switch to the right-hand mode when using a crankbait!

The President allows left/right retrieve conversion quickly and simply. To change the retrieve, one simply removes the cap screw, slides out the handle shaft and star wheel assembly, and then switches it to the other side and replaces the screw. For a long outing or the sudden appearance of new game, this quick-change artist can end tired arms or a lost catch.

The President is available with mechanical and magnetic cast control, and features the finest quality components, including machine cut gears, easy-palm graphite side plates, stainless steel ball bearings, and a V-shaped spool arbor. Easy access to the spool and carriage areas is attained by simply lifting the front hood. The reel is finished in an attractive black finish with graphite gray side plates and red and gold lettering.

The President comes with a one-year warranty.

For more information on the President bait cast reel or other Shakespeare tackle, write Paul Towler, Shakespeare Fishing Tackle, P.O. Drawer S, Columbia, SC 29260; (803) 754-7540.

PORTABLE BOAT LIGHTS OFFER CONVENIENCE TO NIGHTTIME BOATERS

If you're a serious fisherman, you've had times when the fish were really biting and you've wanted to stay out after dark. That's now easy, because Berkley is making portable bow and stern lights you can carry with you just in case the fish don't quit biting when the sun sets.

Berkley's clamp-on lights attach quickly to rental boats, or they can be used on your boat when you prefer to attach the lights only 'if and when' you need them.

Constructed of textured polypropylene, they're waterproof, non-denting and they're designed to resist rust even in saltwater use.

The bow light has a 2½" diameter red/green faceted lens for directional visibility. The stern light is 25 inches high and 2½ inches in diameter with a clear lens for maximum visibility.

Berkley's easy-on, easy-off bow and stern light can be purchased at better marine, boat and fishing dealers who carry Berkley products.

DUAL ENGINE SWITCH PANEL MAKES TWIN OUTBOARD OPERATION EASY

When Yamaha Outboards decided to offer a Dual Engine System with counter-rotating propellers, it created a switch panel that eliminated several of the inconveniences that previously went with dual engine rigs.

Before Yamaha's Dual Engine System with integrated controls and counter-rotating propellers, a dual rig was really a compromise—boaters got the power and security of twin outboards, but each outboard was designed to be operated as a single unit. The result was frequently a cluttered helm with two trim and tilt controls, two different keys, two safety lanyards and on the new oil-injected outboards, two monitoring systems.

Yamaha's new switch panel features a single unified emergency safety lanyard that will stop both engines at once if the operator leaves the

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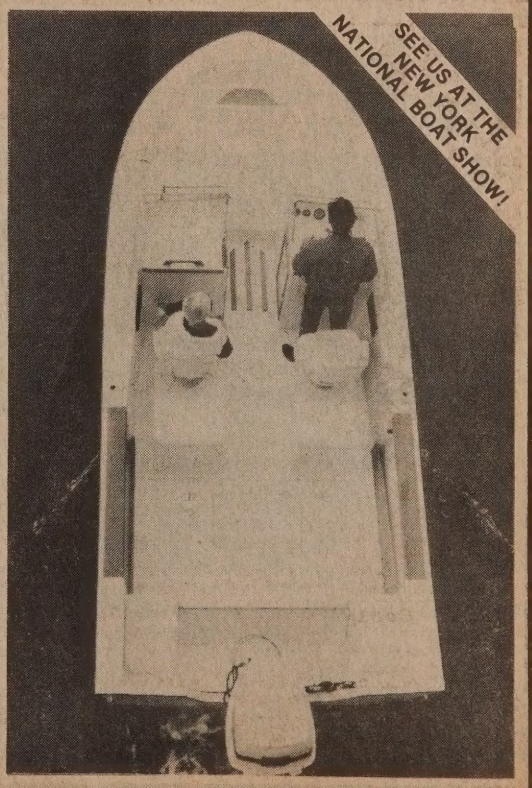

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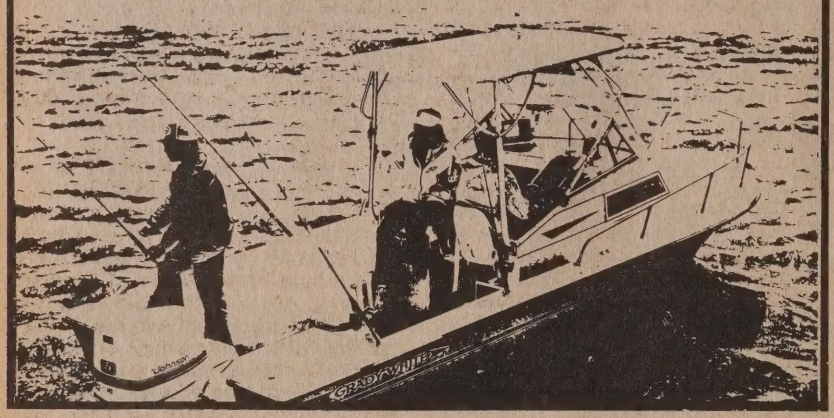
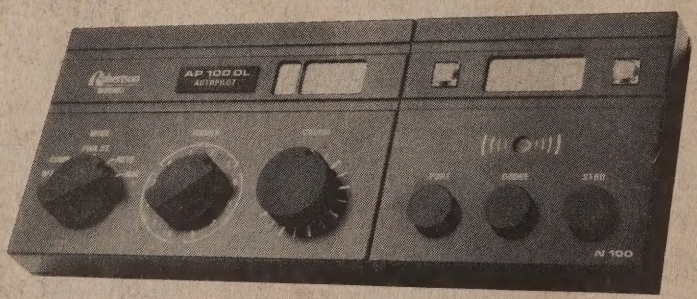


The Robertson AP100DL freedom on the seas.



We live on the North Sea. And we build our autopilots to live there too. Meeting the needs of some of the world's most demanding people — professional sailors and fishermen — is a way of life at Robertson. We've earned our reputation by building products with the features that users want and by building them to work under the harshest conditions there are. The AP100DL continues this great tradition. It's an autopilot you can depend on.

The AP100DL is designed to take the work out of boating. Sail or power, inshore or deep water, the AP100DL has the features you need to enjoy everything your boat has to offer. Push-button power steering, dodging and interface to Loran C are all standard. Its micro-computer provides simple operation and high reliability. Built-in automatic self-test and liquid crystal displays let you know what is happening all the time. And its clean modern design will fit perfectly in the wheelhouse of every yacht. The AP100DL gives you true freedom on the seas; the freedom to relax because you can rely completely on your equipment.

The Robertson AP100DL...A professional's autopilot for the yachtsman who demands the best.

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helm, and an integrated warning system with buzzers for low oil and overheat warning to reduce the RPMs of both engines simultaneously. The panel also features separate ignition and choke controls for each engine, but uses a pair of identical keys for starting, so there's no fumbling or jamming keylocks when starting. The panel can be used with all Yamaha twin engine installations.

EAGLE OFFERS HANDY TEMPERATURE, DEPTH UNIT

Fish, like people, have a "comfort zone"—a place where they prefer to live.

Generally, it's based on water temperature, and depth. And anglers know that if you want to catch 'em, you have to know their environment. If you know the temperature and the depth, you have a good shot at success.

A product from Eagle Electronics may be to your liking.

It's the EPT-1, a perfect carry-along temperature and depth indicator for fishing and fishermen.

The small and compact unit fits easily in any tackle box or boat storage compartment. Depth to 75 feet and temperature from 30 to 90 degrees fahrenheit can be measured with the unit. The temperature probe cable is marked in one foot increments.

The unit, powered by a single penlight battery (included), can be found at most leading sporting goods, marine, and discount stores, in mail order catalogs and bait and tackle shops.

For more information, contact Eagle Electronics, P.O. Box 669, Catoosa, OK 74015.

NEW OFFSHORE WALKAROUND 28 FROM PRO-LINE

The Offshore Walkaround 28, latest design from the boards of this famed Florida-based manufacturer, features a wide 10' 6" beam, full sized cabin with 6' 3" headroom, stand-up head, and the Pro-Line brand of deep, wide walkarounds for maximum safety and comfort. In addition, the new 28 footer features a 50 gallon fishbox, 236 gallons of fuel, hydraulic steering, and Bennett trim tabs, all standard.

Now the top of the line in this fleet of well known family sportfishing boats, the Offshore Walkaround 28 boasts the same classic lines, the same rugged dependability, and the proven design of the other Pro-Line deep Vs. The Pro-Line 28 promises to become the ultimate in outstanding offshore performance.

All Pro-Line boats are aimed at the serious skipper who demands a rugged, dependable fishing craft, but prefers to add his own refinements later on and the result is a reliable boat that's economical to buy and economical to own. Nonetheless, Pro-Line offers an outstanding group of standards. Heading the list of the Offshore Walkaround 28 are ice chest, sink, stainless steel hardware, Bimini

top, tackle cabinet, recessed rod holders, and maximum storage.

Power options are available in twin Sea Drive, stern drive, or outboard power utilizing the Pro-Line Plus-2 configuration. Speeds of 40 plus mph are attainable.

BAYLINER OFFERS SEVEN OFFSHORE TROPHY FISHBOATS FOR 1986

Seven offshore designs are included in Bayliner's ten boat Trophy lineup for 1986. Two of these offshore rigs are new introductions for 1986: the 2560 and the 3460 Trophy Convertibles.

For those who relish offshore fishing with the best comforts at hand, Bayliner introduces the 3460 Trophy Convertible. In the deep, non skid cockpit with transom gate, the following fishing amenities are included: a bait station with an insulated livewell and sink; two large fishwells; rod stowage and pole holders; a raw-water washdown system; and three large scuppers.

Yet this sport fishing rig is really quite civilized inside with two separate staterooms, an elegant dinette/settee, a spacious wraparound galley and a roomy head with shower and vanity.

The 2560 Trophy Convertible marks a new design in the Trophy line, featuring a command bridge helm and a roomy cruising interior. With an extra wide beam of 9' 6", this 25 footer hosts two private staterooms, a fully equipped galley set in teak cabinetry, an enclosed head with shower, and a dinette that can convert to a third double berth. The command bridge design allows a 360 degree view from the main salon.

As with other Trophy sport fishing rigs from 28 feet and down, the 2560 Trophy is fully equipped with the most desirable fishing gear; a fishfinder with alarm, fishwell with overboard drain, built-in tackle storage, rod holders and racks, and a flush self-bailing cockpit. An AM/FM cassette stereo system and CB radio are included as standard equipment.

Other Trophy models include:

1910 Trophy. A center console boat-motor-trailer package. This model includes a spirited 125 hp Force outboard and a custom fitted galvanized Escort trailer.

2110 Trophy Cuddy. This skiff model houses a lockable cuddy forward, with a portable head, and a roomy fishing cockpit. A 125 hp Force outboard and galvanized Escort trailer are standard equipment.

2160 Trophy Cuddy. Standard as a hardtop, this model is also available as a skiff. It features stern drive power and a lockable cuddy forward with portable head. The galley includes a sink and icebox.

2460 Trophy Cuddy. Available as hardtop or skiff, this stern drive-powered fishing rig has sleeping for three in the cuddy, and a portable head. The galley includes a sink and ice box.

2860 Trophy Cuddy. Standard as a hardtop, it's also available as a skiff for easy tuna tower mounting. The fully equipped galley includes a refrigerator, sink, and alcohol/electric stove. The head has a vanity sink, shower and marine toilet as standard gear.

Construction and gear on the complete Trophy line is built to be stout and durable for many years of fishing enjoyment. From the once-a-year derby crowd to the determined tournament enthusiast, Bayliner's offshore Trophy line provides an affordable dream.

Offshore Trophies range from approximately $10, 295 to $85,095 f.o.b. factory.

Bayliner also builds three Trophy bass fishing boat/motor/trailer packages from 14 to 18 feet, varying in price from approximately $5,100 to $9,500.

APELCO MULTI-FUNCTION RECORDING LCD FISHFINDER

Apelco has introduced a unique Recording Liquid Crystal Display (LCD) Fishfinder, the Model XCD 480, providing a large backlit LCD screen showing bottom and midwater fish and other targets. Features include built-in speed and surface water temperature measurement, plus optional pH indicator. The 4 by 3¾ inch LCD screen eliminates the need for chart

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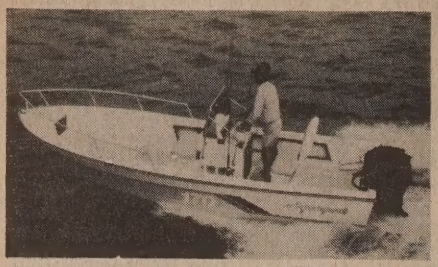

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paper used in conventional echo-sounding recorders. Digital readouts and large keyboard controls help present all the fishing information needed, clearly, in one spot.

The Apelco XCD 480 Recorder has five ranges from 0-480 feet and can zoom in for "telephone" close-ups of any part of the display. Microprocessor controls allow the user to "freeze," store, and recall picture frames. Depth alarms can be set for shallow and deep limits, from 3 to 480 feet. And, an audible alarm can also be set to alert when fish enter preset zones.

This LCD Recorder has automatic range and gain control. The video display resolution is 61 by 46 pixels. LCD readout and graph images appear in black on light gray background, backlit in blue/green.

Speed measurement range is 0-60 knots or mph, water temperature, 32-122 degrees F, or 0-50 degrees C, and pH value sensing is 5.0-9.0.

Power output is 560 watts maximum. The XCD 480 measures 8 by 5½ by 2¼ inches.

Manufacturer's suggested list price for the Apelco XCD 480 Recording LCD Fishfinder is $549. Apelco products have a two year limited warranty plus an Extended Flat Rate Repair Program. For information on this new fishfinder and other Apelco products, contact: Apelco Marine Electronics, 1107 N. Ward Street, Tampa, FL 33607 USA; (813) 877-9418.

RAY JEFFERSON HAND HELD RADIO NEW FROM TOP TO BOTTOM FOR '86

Ray Jefferson has unveiled its newest hand held radio, the Model 789; a "user-friendly" and "wallet friendly" 78 channel VHF/FM radio that is destined to be a popular item. This compact, lightweight unit has all of its controls arranged neatly on the top for ease of operation and boasts some imaginative features typically found on only higher priced hand helds.

The positive feel rotary dial with built-in magnification allows you to change channels quickly and easily (even while wearing gloves) and read numbers at a glance—all 78 domestic and international channels. Identified on the dial in blue, the 789 has 9 weather channels including Canada (more than many ship station radios).

Additional features include stacked squelch-volume control and individual pushbutton selectors for channel 16 priority, U.S./International channels and 1 watt/3 watt power.

One of the most outstanding features is the new Ray Jeff slip-lock battery pack. No more unscrewing and fumbling with covers. Simply slip off the battery pack and replace the batteries. Slip it back on and it's locked on for hours of continuous communications. To recharge, just plug in battery charger supplied.

The 789 gives the user the freedom to communicate from anywhere onboard—even with a fishing pole in

hand. It can be used as a primary radio on small craft or as an invaluable back-up on a larger yacht. It's ideal for ship-to-ship, ship-to-shore, bridge-to-bridge communications and an excellent choice for use on sailboats or other marine requirements where space and battery power are limited.

Affordably priced, Ray Jeff's Model 789 comes with all 78 domestic and international transmit and receive channels plus 9 weather receive channels ready to use. No crystals necssary.

The unit comes complete, ready to use out of its packing box, with flexible rubber duck antenna, rechargeable Nicad battery pack, battery charger, belt-clip, lanyard strap and carrying case.

Suggested manufacturer's list price is $449.95.

Ray Jefferson is a division of Jetsonic Industries, Inc., a diversified manufacturer listed on the American Stock Exchange. For further information, contact Ray Jefferson, Main and Cotton Streets, Philadelphia, PA 19127; (215) 487-2800.

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For the handyman, sportsman, or outdoors person in your family, Berkley & Company offers a complete line of products designed to solve a variety of problems. Berkley Outdoorsman products provide added convenience in doing everyday tasks.

New additions to Berkley's Outdoorsman series for 1986 includes a Graphite Handled Fillet Knife for cleaning your catch. It's extra sharp and has interchangeable blades, so it always remains sharp. If your outdoor activities cover a broader spectrum, however, Berkley's also introduced a four blade knife combo that includes a hunting blade, a saw blade, a fillet knife and a wrench/utility tool. You simply loosen two screws and change to the exact blade you need.

There's also a unique new dual jaw fishing pliers that has a built-in hook disgorger, leader crimpers, and sure grip pliers all rolled into one. They'll be a handy addition to your tackle box, boat or the family tool box.

Next in line is a compact battery checker that will tell you when your batteries are run down. It handles all standard batteries, including AAA to D, and 9 volt. Its color coded, easy-to-read meter instantly tells the amount of charge remaining in a battery. It's compact enough to fit into a glove compartment, tackle box or tool box, and is a great addition to any workbench.

And for tidying up around the house, garage, barn or wherever, Berkley is now offering a new utility rack that will get hard-to-store items out from underfoot.

If you need a convenience product, or are looking for an inexpensive gift item, look for Berkley Outdoorsman products, available at most tackle and sporting goods stores.

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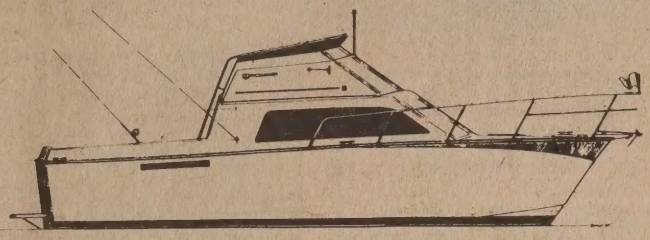

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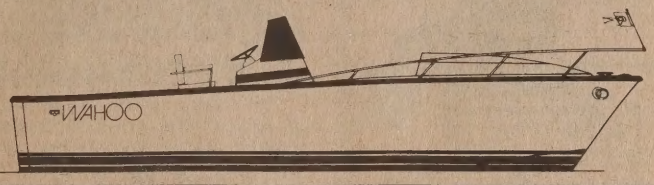

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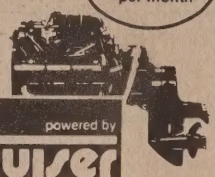

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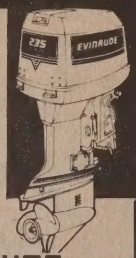

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BOATS FOR ANGLERS:

MAKO 254 CENTER CONSOLE

by Pete Barrett

Sometimes in the world of boating and fishing, a particular boat blends good design, seaworthiness, versatility and easy fishing into a truly unique package that sets the mark by which other boats are judged.

For many years, the Mako Marine 25 foot center console has been the benchmark of ultimate center console and despite the competition from many other companies that offer similar sized boats, the latest model of this venerable fishing boat still stands out as one of the best in the league.

I've had an intimate relationship with the Mako 254 having fished for one for the past five years for everything from canyon tuna to inshore fluke. It's served time over the winter months in Florida and has crossed the stream into the Bahamas and it always performed well in wild seas and calm, with big fish and small. Based on the engine hour meters there's over 2500 hours of running time on her and many more hours spent drifting. That's a lot of use, yet she still runs and looks like new.

The deep vee assures a soft ride in all but the worst of head seas. Wide 6 inch chines help blow spray out and away for a dry ride and provide good stability while drift fishing. The hull does not rock and roll objectionably. Like many deep vees the hull may lean over slightly under a hard wind or with an unbalanced load; trim tabs add a lot to the ride and fuel economy.

The decks are self-bailing and the entire inner hull is filled with foam except for a small area at the stern. The deck surface is a non-skid type for sure footing, but not so rough that it prevents quick cleanups of fish, chum and blood.

Up forward there's a small bow deck and anchor locker beneath it large enough to store up to 600 feet of anchor line. The bow rail is welded aluminum one inch tubing with an anodized finish.

The raised casting deck has four hatches built-in for storage: two long ones, a small forward locker and a large central compartment. Aluminum hinges are large, the hatches reinforced for added strength and the compartments surrounded with drain grooves to keep water out.

A welded aluminum grab rail sits atop the center console finished in a dark brown epoxy coating. Space on top of the console will hold a Loran and a graph recorder, plus compass.

A live bait well is built into the deck just ahead of the transom. Two huge fish boxes are built into the deck on each side of the fuel tank. Each will hold dozens of bluefish or up to three yellowfin or longfin tuna.

Two large gasketed ports provide entry into the bilge space at the stern so bilge pumps, washdown pump and

transducers can be installed with little effort and for future access when service is needed.

Large fuel filters are built into the side of the stern quarters plus bait boxes under hinged hatches. Lift out the bait boxes for access to batteries and trim tab pumps. A hinged splash well door folds down for more foot room at the transom, up for protection against bad seas.

Rod storage is done very well on the 254. Molded fiberglass racks are built-in under the gun'ls, trimmed in teak. The racks are wide and can hold up to two spinning rods/reels or one International size reel on each rack. Total rod storage is 12 spinning outfits, 6 Intenationals. Bunji cords hold the rods in place firmly, yet allow quick removal for fishing.

Standard fuel capacity is 151 gallons with an additional 50 gallons as an option for canyon runners. The extra fuel tank uses an electric pump, instead of a pressure feed system to transfer fuel from the reserve tank to the main tank. The transfer takes about 45 minutes and can be accomplished while under way.

There is a mile long accessory list that includes such things as canvas spray hoods, Bimini top, leaning post, recessed tackle drawers and tackle lockers, console rod holders, casting deck cushions, livewell pump, rod holders and outriggers.

Depending on your taste and pocketbook a 254 can be rigged to the max with a full tower or console tower, T-top and radio box, spreader bar or special rocket launcher seats and tackle lockers.

All components used in the construction of the Mako 254 are top grade. All screws are stainless, fittings are Marimium or stainless and the fit of teak trim is good. Mako takes extra care so the hull and all topside deck surfaces are smooth and free of imperfections.

Most owners of the 254 opt for twin engines. A single 235 or 275 horse engine will move the boat along at good speeds, but the twin engine setup is ideal for long distance runs and for reliability. My own Mako 254 with twin Mercury 150 engines averages only 10.5 gallons per hour for canyon runs (combo of running and trolling) and 13 gallons per hour for high speed runs to bluefish or shark grounds.

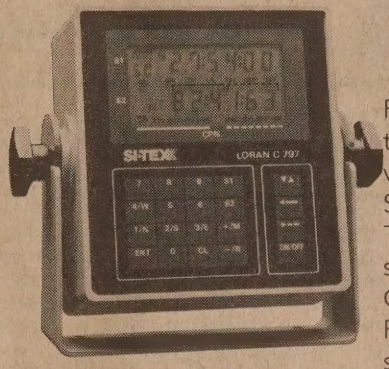
The 254 is a runner. She relishes hard fishing and is always ready for that trip for tuna or sharks, fluke or bass.

SPECIFICATIONS

Length	25'6"
Beam	8'
Hull Draft	14"
Hull Weight	2800 pounds
Maximum Horsepower	370
Fuel Capacity	151 gallons
Optional	50 gallons

Manufactured by: Mako Marine, 4355 NW 128th Street, Miami, Florida 33054, (305) 685-6591.

The Long Ranger.



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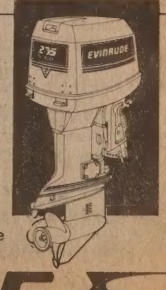

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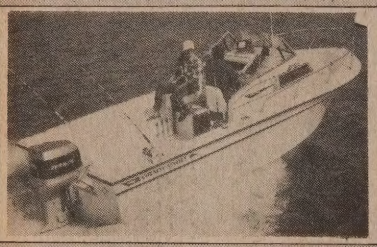

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★ PRODUCT REVIEW ★

NORTHSTAR 800

by Pete Barrett

The name Northstar has always been synonymous with quality when Loran is the topic of discussion. A decade ago the famous Northstar line was considered to be THE Loran to install on an offshore charter boat. Today that same quality is available for every size fishing boat, including center console and cuddy cabin "mini machines," with the latest evolution of the Northstar line: the model 800.

Manufactured by Digital Marine of Acton, Massachusetts, the goal of every Northstar has been accuracy of readings, speed of signal acquisition and product durability. The Northstar 800 meets these goals with ease.

The 800 utilizes computer technology Northstar calls Dynamic Range which allows the receiver to pick up and lock onto signals when conditions are less than optimum. It is ironic that Lorans often perform at their worst in bad weather when fishermen/boaters need to rely on Loran the most. The 800 that I used for several months performed flawlessly in all kinds of weather, including a thunderstorm and severe fog.

Signal acquisition is fast, taking only from 1/2 to 2 minutes to display locked-in signals. This is partly due to another feature Northstar calls Spectrum Tuning which eliminates interference from sources outside the boat such as caused by atmospheric or weather conditions.

This Northstar is accurate. I checked its repeatability accuracy dozens of times and it never varied at all; not even by a tenth of a microsecond. From offshore wrecks to inlet bell buoys to channel markers in the Manasquan River, it was always right on the money—perfectly.

Above all the 800 is what the computer boys call "user friendly" and learning the operational functions takes little time. The instruction book is 155 pages of thorough, detailed directions that are written in plain English so they are easy to follow.

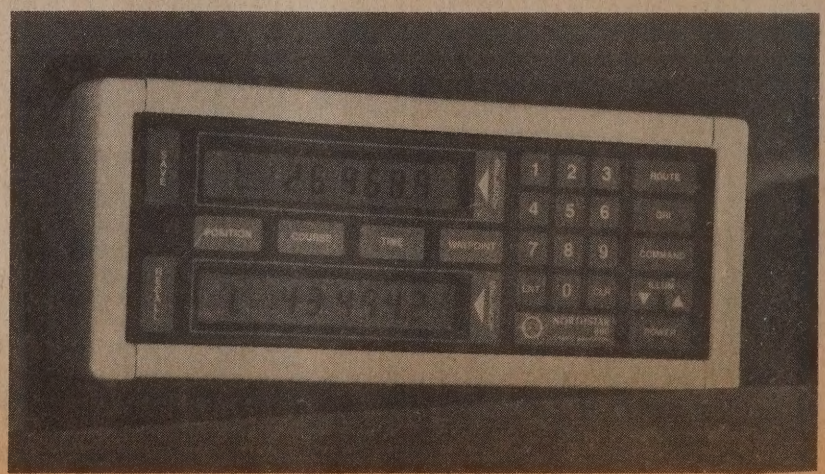
A sturdy aluminum mounting bracket holds the receiver in place and has a corrosion resistant black anodized finish. Large mounting knobs with plastic grips and stainless shafts secure the chassis to the bracket. A fine ratchet tooth design on the mounting knobs and bracket assure a non-slip mounting of the Loran once it is positioned. Power, antenna and electronics interface connections are at the back of the chassis.

Two large windows on the face panel display the Lat/Long or TD readouts, plus function messages. The windows have an adjustable lighting control for nighttime visibility.

To the left of the windows are the (Save) and (Recall) function keys. Between the two windows are (Position), (Course), (Time) and (Waypoint) operation keys. The right side of the face holds the numeric key pads from (0) to (9) and the (Route), (GRI), (Command), (Illumination) and (Power) key pads.

The pads are color coded by function. The command keys such as Route and GRI are orange; the function keys such as Waypont and Position are in pale blue.

Press the (Power) key to turn the Northstar 800 on. A 2 minute self-test



will display messages verifying that it's testing 12 modes of operation. A personal coded message is also displayed at this time to identify the Loran in case of theft. The first time the 800 is turned on the GRI must be entered. Press the (GRI) key, then (9960), (Enter).

The (Position) key will display the present position. The course and speed while under way is displayed by pressing (Course). Set the time by pressing the (Time) pad and then the numbers corresponding to the correct time, then (Enter).

To steer to a waypont or offshore location, press (Route). The message "Steer to" will be displayed in the upper window. Press the upper (Select) key to change the display to a series of dashes, then press the numeric key pads that correspond to the TD numbers of the destination. Once the TDs are punched in, press the (Course) pad to display compass heading, speed, time to go and distance to go. The various functions are rotated by pressing the lower (Select) pad.

Waypoints can be saved as individual pairs of TDs as you would for an offshore wreck, an inlet or some other single destination, or waypoints can also be stored in sequences which the Northstar remembers as "Routes." Tricky courses down a twisting river are simple to navigate if the TDs for each marker are plugged in ahead of time. Then when you meet that foggy morning it's a breeze to run the channel with accuracy.

To display the SNR level of the signals being received, press (Command), then (99). The SNR for one of the transmitters will be displayed, say the 26000 signal. Press the upper (Select) pad to rotate through the 15,000, 43,000 and 59,000 signals.

A sister unit to the Northstar 800 is the 800X with remote heads. The Loran computer unit can be installed in a completely waterproof location with up to two remote heads located for easy access for the operator at a helm or in a tower.

Among other features of the 800 and 800X are automatic magnetic variation calculations, reading updates every second, NMEA autopilot and plotter interface capability and Phantom A Loran conversions.

Northstar offers a three-year warranty with each unit and has a technical help number for users who need assistance with some of the more technical operations of the 800.

SPECIFICATIONS

Size:
Width . . . . . 9.5 inches
Height . . . . . 4 inches
Depth . . . . . 10.8 inches
Waypoint Storage . . . . 120 waypoints
Power Supply . . . . . 12 volt, DC
Antenna . . . . . 102 inch CB whip

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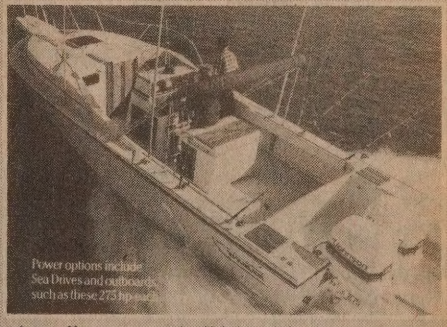

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THE TACKLE DOCTOR

by Russ Wilson

Dear Doc,

I've got a problem that I can't seem to solve by myself and I am sure other readers have the same problem. The problem is parts. To be more specific, parts for older outboard motors. I am sure there are many readers out there who have an older boat motor that is in need of a set of points, a coil, or prop.

I have an Elgin 12 hp motor that is about 10 years old, and in need of electrical parts. Sears Roebuck Company advised they no longer have these parts available for this motor.

Would you know of a company that might stock parts for older motors so us fishermen with old motors can put them back in service.

Lee M. Grohoski.

Dear Lee,

I checked with some of my contacts and came up empty. You might find some motor repair shops that have a limited supply of parts for old motors, but most of them will probably have parts for the top brands (Mercury, Johnson, Evinrude). Recent advances by the foreign imports (Yamaha, Suzuki, Tohatsu and others) into the American marketplace are easier to find replacement parts for since they are mostly new motors.

I'd check with some of the local marinas and boat yards. You just might luck out. That Elgin isn't really that old and there should be parts floating around somewhere, but I don't have a list of places you might try. Maybe one of The Fisherman readers might be able to offer some tips. This one has me stumped.

* * *

Dear Doc,

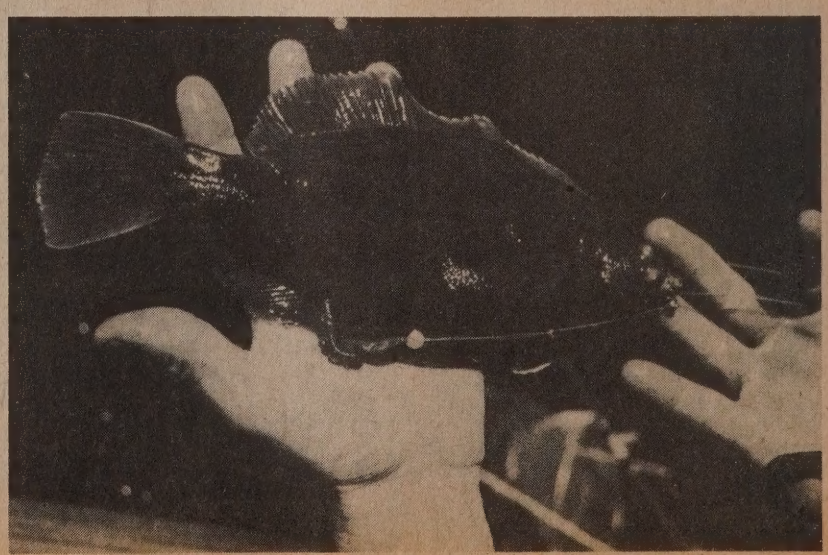
I've got a spinning reel that is sick. It was smooth as silk when I first purchased it a few years ago, but now it kind of sticks when I crank in the line.

It feels like there is something hanging up between the reel housing and the spool but try as I might I just can't find out what's causing the sticking. Got any suggestions for a person who is not a complete boob when it comes to fixing things?

Timothy Lucas.

Dear Tim,

Sounds like you might have somehow banged the reel and caused the main shaft to get knocked off kilter. I'd suggest you visit a local tackle shop that handles the brand reel you have, and ask for a new main shaft. This should solve the problem, for there are not too many parts other than the main shaft that can cause a spinning mill to stick at one point of the revolution and not another. As you crank the handle the reel's front and bail spring mechanism revolves around the stationary reel spool and



Corn kernels, artificial or natural, are a proven flounder attractor.

with each revolution, the shaft allows the spool to move forward and back so line gathers evenly across the spool. If the shaft is slightly bent it will hang up at the same point each time the handle is turned to retrieve line.

If the reel is still being marketed you should not have too much trouble obtaining a new shaft. If, however, you have one of those cheapie imports that were common 10 or 20 years ago, you may not find a replacement part and will have to discard the reel.

* * *

Dear Doc,

On a recent flounder fishing trip to one of the Jersey rivers, I noticed a guy tossing corn into the water to attract flounder to where he had his boat anchored. I thought using corn for chum was taboo because the flounder can't digest the corn and will eventually die from eating it. Is this true? And, if so, why is corn still being used as a chum for flounder and many of the freshwater species such as trout, panfish and perch?

Harry Morgan.

Dear Harry,

Biologists claim that corn does not interfere with the digestive system of flounder and other species. Whether or not this is fact rests upon their judgment.

We've caught hundreds of winter flounder that had their stomachs stuffed with whole kernel corn and could see no harmful after effects except for the fact that they grabbed a piece of worm or clam that was attached to one of our hooks and that may have proven a fatal error on their part. It wasn't the corn, but their greedy appetite that caused their demise.

There is no doubt that canned corn is a very effective chum for winter flounder and also stocked trout, but we don't use it for this purpose. Crushed clam, mussels, canned cat or dog food, ground up menhaden and even canned tuna can be used as a chum for winter flounder. Some flounder fishermen also substitute some type of kitty litter, rabbit food pellets or boiled rice, with a trace of bunker oil to give it scent, and the new "dry" chum that comes in quart size containers with good results.

We tend to agree with the persons who carry documented proof of their ability to determine what does and does not harm fish. If the biologists say corn does not hurt the fish, then we'll go along with their qualified opinion until it's proven wrong.

Incidentally, many experienced flounder fishermen use yellow beads, paint their sinkers yellow and even go to the extreme of using yellow monofilament to tie their flounder rigs just to give the flounder a more visible presentation. Corn, due to its yellow coloration, may attract flounder to your baits under various water conditions and if it isn't hurting the fish, I can't see why it should not be used.

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We, here at **The Fisherman,** feel that the need to introduce youngsters to this healthy and wholesome sport has never been greater. If you agree, and would like to join with us in making the **Send-A-Kid Fishing Program** a success, won't you please send a small donation to help us fund fishing trips for these boys and girls. A donation of $9.00 will cover the cost of a day's fishing for one youngster, but any contribution at all will be greatly appreciated. A listing of the names of all those who contribute to the program will appear in **The Fisherman** at the close of the season.

Yes, I would like to "Send-A-Kid Fishing" this summer.
Enclosed is a donation in the amount of $_____

Name _____

PLEASE PRINT

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Make checks payable to: "SEND-A-KID FISHING." All donations should be sent to: Post Office Box 1994, Bridge Street, Sag Harbor, New York 11963

SEND-A-KID FISHING

by Fred Golofaro

★1985★

Thanks to the support of our readers, advertisers and local fishing clubs, the 1985 segment of The Fisherman's Send-A-Kid Fishing Program was the most successful to date. The generosity of the people listed on the following pages enabled more than 800 youngsters to get a taste of the joys that fishing can provide. For many of them, it was the highlight of their summer.

Once again, many people contributed to the success of the program. Several very substantial donations provided a real boost. Among some of the outstanding donations received were $513 from the Freeport based Hudson Anglers Club and $500 from the membership of the Atlantic Beach Rod and Gun Club. Our hats are off to the members of these two fine clubs.

A number of individuals deserve special thanks for equally generous gifts. Without mentioning them by name, let's just say thank you for making a lot of kids happy! Everyone's contribution, regardless of how small, helped contribute to the program's success. One of the more noteworthy donors was a caring youngster who for several consecutive weeks sent an average of $2 in his attempt to reach the $9 mark (the amount needed to send one youngster out for a day's fishiing). While he made no mention of it, I strongly suspect he was sacrificing his weekly allowance so that some other less fortunate youngster might spend a day out on the water.

While money certainly provided the fuel for getting all of these young people out fishing, the help and cooperation of many individuals was required as well. Both the Nassau and Suffolk County Chapters of Big Brothers/Big Sisters and their staffs were invaluable in helping to organize youngsters and chaperones for many of the trips. My own personal thanks to William Tymann, Executive Director BB/BS Nassau; Michael Auerbach, Assistant Director BB/BS Nassau, and Amy Kraus, Coordinator Agency Development BB/BS Suffolk for all of their help.

The enthusiastic cooperation of members of the Captree Boatman's Association also went a long way towards making the program a success. Aside from providing reduced rates, many held dates open until the last minute while others stepped in to provide additional rail space on the couple of occasions when "extra" youngsters showed up on the dock. In all cases, crews were especially patient and helpful in dealing with the kids.

Among the groups participating in the '85 program were: Love 'M, Long Beach Economic Opportunity Council, Big Brothers/Sisters of Nassau County, Big Brothers/Sisters of Suffolk County, Melville House, St. Mary's Childrens Center, Madonna Heights, Community Organization Services, YMCA of Bay Shore, Circulo de la Hispanidad, Martin Luther King Youth Center, Hicksville Youth Council, Yours Ours and Mine Community Center, Nassau House, and Little Flower Childrens Services.

Once again, a special thanks to all who got involved in 1985. Entering its fourth year, the Send-A-Kid Fishing Program has grown each year. With a little bit of luck and the continued support of everyone out there, our goal for 1986 is to send at least 1,000 youngsters fishing in 1986. While trips will be limited to June, July and August, donations will gladly be accepted through the year. Monies collected after the summer and not put towards 1986 trips will be carried over to the 1987 program.

As has been our practice in past years, a final salute to all who contributed to last year's program follows. Thanks to all of you, from The Fisherman and "the kids."

LISTING OF CONTRIBUTORS ON FOLLOWING PAGES

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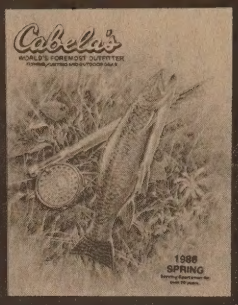

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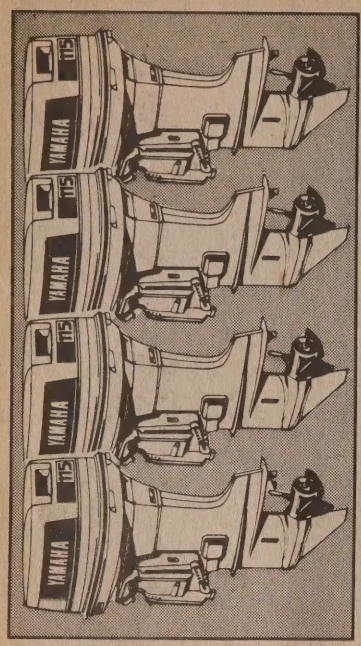

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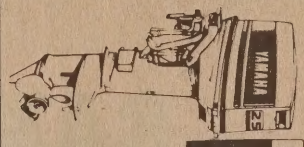

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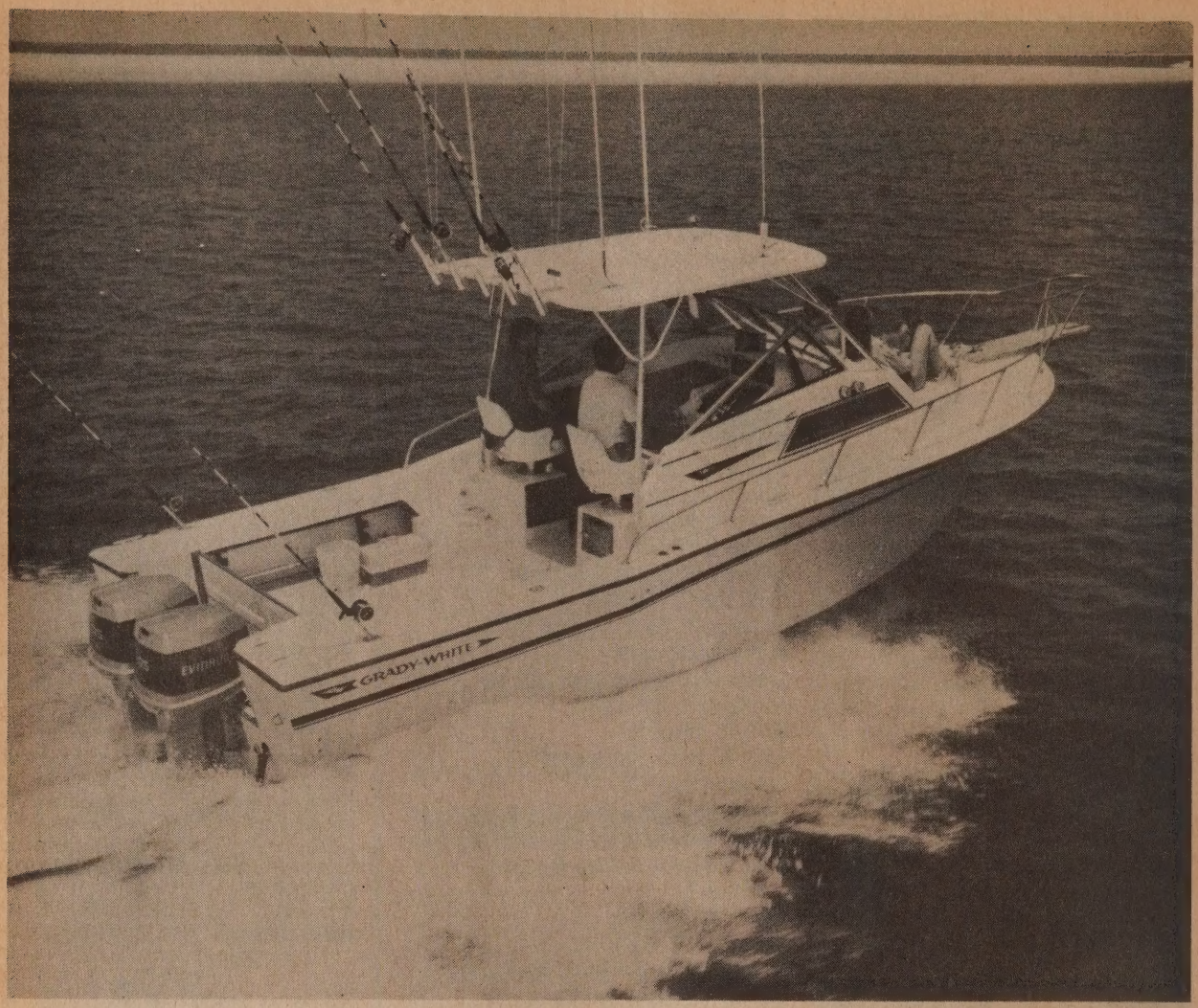

BANTAM WEIGHT FISHING BOATS FOR 1986

Part One—*by John Raguso*

Fishing machines in the 21 to 28 foot range are more functional than ever for 1986.

The difference between this model year's lineup of bantam weight sportfishermen and those of previous years, is that the boating industry is finally incorporating some significant changes and improvements into the current crop of mini-machines in the 21 to 28 foot range. These fiberglass battlewagons are more functional than ever, with increased fuel capacity, more storage for electronics and gear, and bigger cockpits being the norm. An added bonus for the offshore enthusiast of modest means, is the wide selection of quality craft to choose from a host of manufacturers.

Whether it's been strictly a function of keen competition that has spurred on this availability of boats, or the state of the economy, current stability in oil prices or any combination of these, one thing is certain—the choices are many.

With this selection process comes the burden of making an intelligent purchasing decision. While everyone wants to get the most boat for their hard-earned money, certain factors come into play that will determine if you have actually achieved this objective. Before committing your capital, questions you should be asking yourself are:

"Will the boat appreciate in value over time, or will I have trouble selling it a few years down the road?"

"Will the hull and gel coat stand up to the ravages of sun, salt spray and pounding seas, or will it turn into a

maze of crow's feet and spider cracks?''

''Should I settle for a platform made from chopped fiberglass, or should I pay a little more for a 100 percent hand lay-up hull and deck?''

''Should I buy a name brand rig from a manufacturer that's been in the business for 20 years, or should I save a few thousand dollars with an unknown quantity from a new company that may not be in business a few years down the road?''

''Should I get a true deep vee hull design, modified or variable deep vee, modified vee, semi-displacement or whatever?''

''Should I get outboards, sea-drives, inboard/outboards, or straight inboards? What about single vs twin power plants?''

The answers to these and other questions will mean different things to different prospective purchasers. You must decide how you will use the boat and what features are most desirable based on your values.

Since the goal of this article is to enlighten you as to what's available for 1986, I'll not belabor this issue, but you should be aware of some of the things to look for in your new boat. As an aside, it may be of benefit in your review of various product features to consider what my companions and I look for in our blue water boats. We have many many successful forays to the offshore wrecks and canyons in our 23 to 25 foot craft and have returned safely in less than optimum sea conditions. Accordingly, here are some of the primary characteristics that we look for:

- 100 percent hand lay-up hull and deck.
- Some form of deep-vee hull design.
- True self-bailing deck.
- Basic foam flotation.
- Long range fuel capacity (minimum 140 gallons).
- Dual automatic bilge pumps.
- Dual power plants, preferably outboards.

Now that we have a basic idea of a few of the attributes that make a quality boat tick, and one that you would entrust the lives of you and your crew to 30 to 60 miles off the beach, let's review what some of the top manufacturers have to offer:

Mako: This Miami, Florida based company continues with its standard lineup of successful center console and cuddy cabin craft in the 17 to 25 foot range; 1985's introduction of the 28 foot center console cabin boat in outboard configuration was well received. The only update for 1986 features their same 28' x 9' 10'' beam hull, but in a new dual side console inboard layout. Initial tests by the manufacturer indicate she'll do 36.7 mph with twin 260 hp Mercruiser gas inboards and an even 33 mph with twin 165 hp Volvo TAMD 40 B diesels. The 240 gal. fuel cell should provide adequate range with the gas power and comfortable canyon cruising with the diesels. Standard equipment with the 286 inboard includes hydraulic steering, trim tabs, 3 automatic bilge pumps, welded aluminum bow rail, console and cabin cushions, in addition to much more. This bruiser weighs in at about 8,000 lbs. with power and you're sure to see a few of them on the Canyon circuit come next summer.

A twenty-eight foot Rampage Sportman heads for the offshore grounds.

Grady White: Eddie Smith and the crew at the Greenville, NC plant continue to break new ground with their innovative walkaround cuddy and center console designs. New for '86 is the 25' x 9' 6'' beam Sailfish, which sports a completely revamped deck layout. This walkaround cuddy design, the flagship of their product line, has borrowed some of the successful features of the Trophy Pro series of day boats, while retaining many of its original cabin's amenities. The result is a stable offshore platform that features creature comforts the entire family can relate to, in addition to packing some serious sport fishing muscle. The interior features 3 berths, an enclosed head, fold-down stove, ice box, table and stainless sink. The revised topsides deck plan includes 2 large insulated fish boxes, lockable storage cabinets under each helm seat, an 80 quart live well, trim tabs, hydraulic steering, full foam flotation and more.

The hull bears a remarkable resemblance to the venerable old 25 foot Bertram mold, but the Grady designers have taken their walkaround layout with its modern appointments to new functional heights. The 25 Sailfish comes with either dual outboards or sea drives, complemented by a 198 gal. fuel capacity. It's also available with single or twin I/Os which are fueled by a 125 gal. tank.

Also new for 1986 is the Grady Drive, which allows the fisherman to have the safety of a full transom with the outboard brand of his choice. The Grady folks claim that their outboard bracket design has significant advantages over competitive setups, especially when the fisherman must ''back down'' on a running fish to regain lost line. The Grady Drive's enclosed box tends to part the seas and force water around and under the engine and transom, rather than into the transom and up over the motor. This unit is available on most of their 19 to 24 foot models.

Pro-Line: This Florida manufacturer continues with its standard models of center console and cuddy cabin boats for 1986, with one very large exception. Their new 28 footer is meant to appeal to those canyon anglers who need a larger craft, but are not blessed with overly large budgets. The ''Offshore Walkaround' features a 10' 6'' beam, 236 gal. fuel tank with an additional 50 gal. option, hydraulic steering and a huge 50 gal. fishbox. This deep-vee hull comes with either twin sea drive, twin outboard bracket (your brand choice), or twin I/O power. According to Pro-Line, these boats are aimed at serious fishermen who are looking for an economical and rugged craft with a minimum of gingerbread and fancy options.

Hydra-Sports: Many boat buyers perceive this Nashville, Tennessee based manufacturer as a freshwater only builder because of their land-locked location, but nothing could be further from the truth. Hydra-Sports has pioneered a few unique features especially for the saltwater angler over the years, among them being Kevlar hull reinforcement for strength and light weight, and generous fuel capacities in their offshore models. Many U.S. anglers on all three coasts use these hulls to fish great distances from shore with relative security. Indeed, it was at a big Montauk tournament a few years back, where a

(Continued on next page.)

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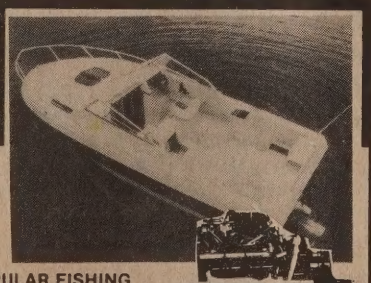
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24 foot Hydra-Sports center console owner walked away with most of the prize money and trophy hardware. He had caught a bluefin tuna, swordfish and white marlin all in the same day on this boat which he had trailered there from New Jersey. You should have seen the looks of envy and disbelief on the faces of all the 40 foot Hatteras, Bertram and Post owners as this angler cruised up to the weigh-in station to unload his catch!

New for '86 is a 6.6 meter hull in both a dual console and center console layout. The 85 gal. tank on these craft will take you a long way, whether you prefer inshore fishing or a trip out to 30 fathoms. Also new for this model year is a 19 footer in either dual or center console that should be a big hit with those who ply the bays and beaches for inshore gamesters.

Aquasport: This Florida boat builder has come a long way since that first production center console of the mid-60s. The product mix of center consoles, walkaround cuddy and full cudy cabin boats from 17 to 29 feet remains pretty much unchanged with one exception. The original design which put them on the map, namely a 22' 2'' modified vee center console, has been reintroduced in a new and improved format. Also new for 1986 is what they call the Tournament Special package. This consists of a Salt Shaker tower, complete with controls and accessories, which is produced specifically for their offshore hulls. Aquasport gets a quantity discount from Salt Shaker and passes it along to you, the ultimate consumer—a neat idea.

Rampage: Rampage Yachts, a division of Tillotson-Pearson, Inc., is a fairly recent entry into the mid-sized sport fishing boat marketplace. However, at the heart of this company's designs is Dick Lema, a well-known East Coast charter skipper with many years of boat building experience. New for this year is their 28' x 11' beam cuddy cabin model and a 24 x 9' 11'' beam update on their Tournament center console design, which they've labeled the 24 Mark II.

Both boats feature a hand-laid fiberglass hull sandwiched around a Balsa Core for strength, stiffness and lightweight. The 28 comes standard with a 240 gallon fuel tank, triple bunks, stand-up shower and head, and has a top speed of 32 knots with twin 260 hp Volvo inboards. The 24 Mark II incorporates many updates to the original design, one being the placement of the engine under the center console. This move frees up enough space to mount a fighting chair either fore or aft of the console and also allows a massive 80 gal. bait well to be housed below the deck. Standard power is a single 260 hp Volvo inboard with 130 gal. fuel cell. Both the 24 and the 28 offer a Volvo TAMO40B diesel inboard option.

This concludes this week's coverage of new offshore hulls for 1986. Look for Part II to pick up where this one left off in next week's issue.

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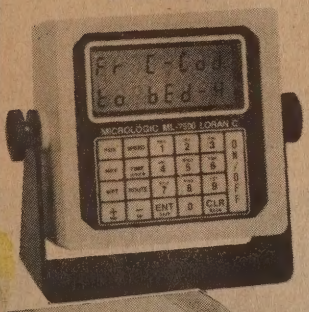

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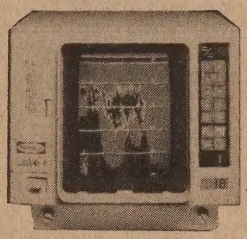
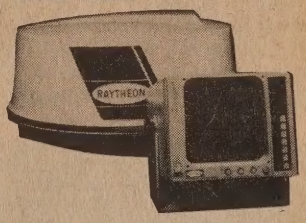
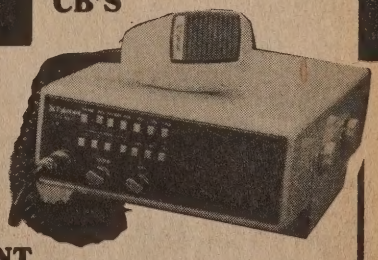


RADARS



CB'S



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CUSTOMIZING A PENN JIGMASTER

by Brian Mulholland

This popular conventional reel can be "fine tuned" to provide maximum performance.

The Penn 500 Jigmaster is as universal a saltwater reel as there is on Long Island. Almost everyone seems to have one, even if it's been shoved in the back of the closest by some classier winch. It still is a pretty good buy and is widely discounted by major sporting good stores at seasonal sales. The jigmaster was for a long time the fastest reel of its size on the market, and is still a standard tool for party boat bluefishermen.

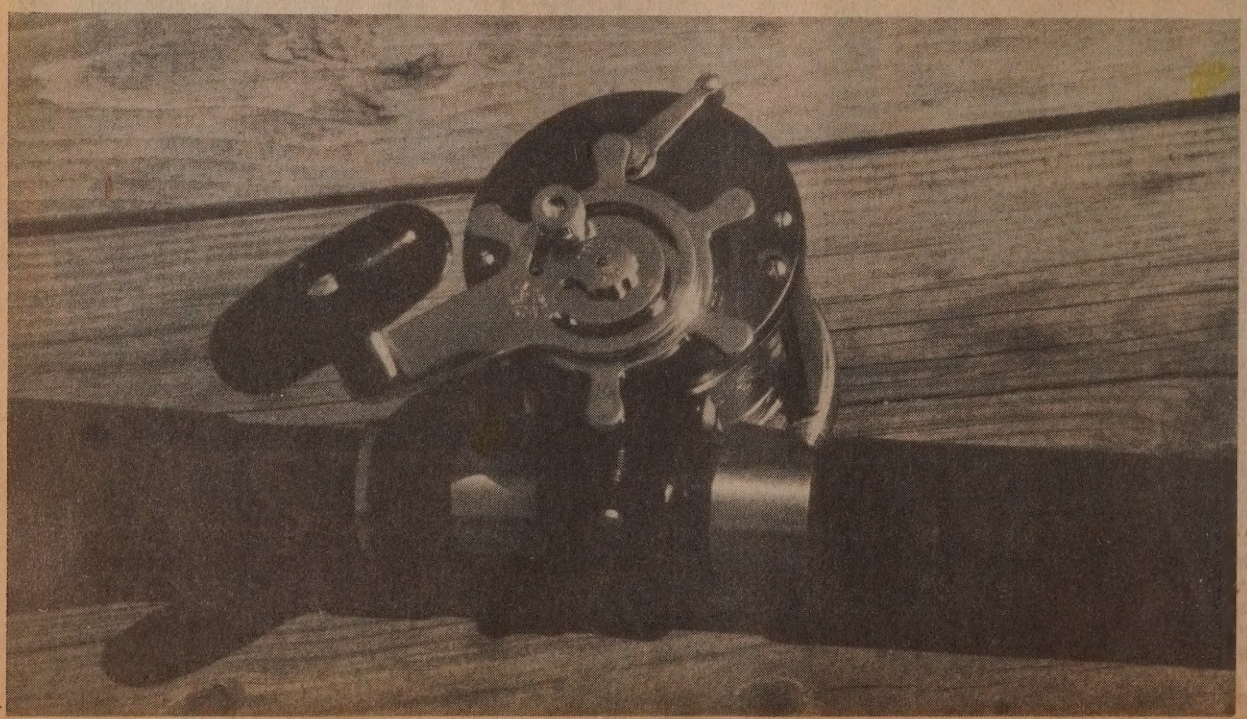
The basic reel is adequately durable for most inshore fishing. The Jigmaster can also be modified or upgraded by specialty items to improve reel performance. If you'd like to tinker with your Jigmaster over the winter, there are more components available for it than perhaps for any other reel. A couple of them can make a useful difference to your fishing.

The feature in which the Jigmaster remains unique is the ease with which you can replace the spool. Depending on which Jigmaster you have, this may be accomplished by taking off the left side plate or the right, but either way it's easier on this reel than almost any other. (The only other reels of this size which permit quick spool change are the Abu Ultra Mag XL V and VI reels, and they'll cost you three times the price of a Jigmaster.)

You can swap a spool of mono for one of dacron; you can even change to wire line, though the reel is not ideal for such punishing use. I swap back and forth between 12 lb. mono (for East End porgies) and 40 pound mono for wreck fishing. Next year I'm going to 20 lb. dacron, as an experiment, for East End blackfish. It's a lot cheaper to buy extra spools than extra reels. The Jigmaster spools can be had either in steel, which affords the largest line capacity but is a bit heavy, or in aluminum. There's little reason to prefer the steel over the aluminum spool; the latter's lighter weight enormously improves casting performance. Line capacity with an aluminum spool is 300 yards of 30 pound test, which is quite sufficient for anything you realistically might want to do with this reel.

Aluminum spools were first available for this reel not from Penn itself but from Newell Manufacturing Co. You can still get the Newell spools if you wish, but Penn makes an aluminum spool too, and the reel is marketed in both versions. A Jigmaster purchased at one of the big sporting goods chain store sales that I mentioned is most likely to come with a steel spool; check yours and see what you've got.

Newell also makes other components that are widely transplanted onto Jigmasters. Mine is fitted with a Newell reel base and speed clamp, a change I made because the first rod on which I used the reel had no reel seat—the hood at one end of the seat had been squashed flat. I didn't like the wing nuts with which the Penn reel clamp must be secured, and therefore put the Newell base and speed clamp onto the reel. It's more comfortable than the Penn clamp



Customized Jigmaster ready to fish.

which came with the reel and holds the reel very securely. Newell also makes "long cast" bearings, but I don't use my Jigmaster for surf casting and neither do most people. This item may be of greater interest to Southern California fishermen who regularly try to cast flyweight anchovies to yellowtail or tuna, than to local anglers who sling jigs at bluefish.

An innovation of definite interest is Penn's new drag washer kit, sold as "HT100." The growth of the school tuna population over the past few years is increasing the chance that you'll drop a jig for a bluefish and be surprised by a tuna instead. The stock drag that your reel has is adequate for bluefish, but tuna will press it to its limit. Serious fishermen treat drag washers as semi-disposable items anyway; but if you're going to take your Jigmaster for tuna, replace the washers. You may as well do it with the best washers available. Against tuna, you need all the help you can get.

One last item of interest for Jigmaster owners is the Aftco "Star Set" handle assembly. As shown, this consists of a new drag wheel and handle, mated by a locking screw. By setting the drag carefully beforehand and tightening the screw, you can set a "do-not-exceed" level into your drag. That way, you can back off on the drag if you need to and then tighten up again without exceeding the maximum level previously selected.

This is of great value to the party boat angler in pursuit of big bluefish and cod—or those tuna I just mentioned. All of these fish will lead you into tangles, tuna and blues in particular. If you need to work your rod and line around somebody else's, you may want to back off on the drag to reduce the strain. Or if a tuna takes a sharp turn around the anchor cable, you'll have to pass the rod underneath the bowsprit to keep the fish. A drag that permits you to back off and then tighten up again is priceless. The Star set drag assembly is available for most Penn and Daiwa reels and should be of reel (ha) interest to anybody with an interest in tuna. The handle on the Star Set is a little larger than that provided by Penn on the Jigmaster, which I like.

There's one point which Jigmaster users should note, along with anyone else who uses different spools with different line tests on the same reel. When installing the Star Set drag, use a spool with heavy line, not light line. The instructions for installation direct the user to tighten the drag wheel to the heaviest drag as you will want to use **before** putting the handle on. This sets a limit up to which a maximum drag may be set after the handle is installed. So if you set your drag for the maximum amount of line that you'd want to use on say, 20 pound test on your Jigmaster and later you switch to a spool of 40 pound line, you might find that you have built a maximum drag into the reel below the strain you now want to impose. Therefore, calibrate your drag wheel with an eye to the heaviest line test you expect to use on the reel; once the reel is re-assembled you can always set a lower maximum drag from there. I inquired of Aftco on this point; the company says that in most cases it should not be necessary to take off the handle for further adjustments once the reel is re-assembled.

If you don't want to install a Star Set on the reel (it will run you $15 to $20 or so), larger handles are available from Penn and from independent manufacturers.

The Jigmaster occupies an increasingly difficult position in its field. It's a relatively inexpensive American made product competing with a wide range of quality Oriental products. Thus far the Jigmaster is unique in offering a quick change spool among reels in its price bracket. If you would like to improve your reel's performance without investing the cost of a new reel, the listed devices will help you upgrade the Jigmaster to a performance level well above the performance of the standard reel.

The reel photographed is my 500 fitted with the Newell base, a Penn aluminum spool and an Aftco Star Set drag. To the best of my knowledge all these components are also compatible with the faster high speed 505HS Jigmaster, which adds ball bearings and a 5/1 gear ratio to the Jigmaster frame. You should confirm from your dealer that the components are in fact compatible before you buy.

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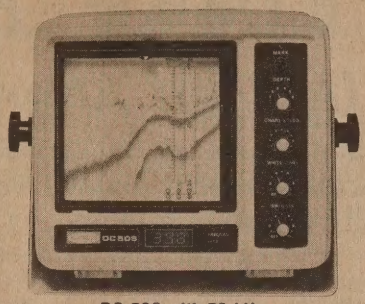
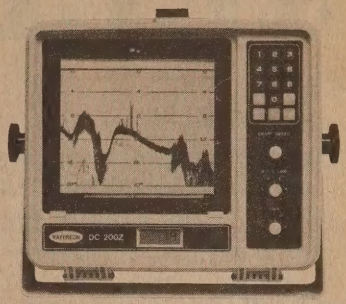


DC-50S with 50-kHz, 60° transducer.



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KEEPING A LOG

by Matt Ahern

This veteran sinker bouncer claims that record keeping can weigh heavily on your success in the fishing game.

Let me first say these "pearls of wisdom" now begin my 13th year of writing Fisherman articles. I've never known years to go by so fast! Most have been years of joy. Not all, of course. I could site that year I underwent open-heart surgery as the year of the yechhh. But that's all behind me now and I feel pretty chipper once again.

Now, during all those years you may be sure I've received many, many thousands of letters from loyal readers, all of which I've answered and been glad of the opportunity to do so.

But did you know that at least 20 percent of those letter writers ask the same questions: "How do you do it, Matt? How do you know beforehand where the action is?" And that clincher: "How come you always know?" That last question is not quite accurate, of course, especially the use of that word "always," for many times over the years I've been primed to fill the bucket, all systems "go," and all that, only to finish the day muttering devious threats against those mischievous fishing gods who ruined the best laid plans of mice and men.

But all in all, most times I do have my share of good fishing. However, this isn't because I'm a hot-shot fisherman, which of course I'm not—far from it. But any smidgen of success I've had is due solely to one particular thing I faithfully do after every trip. I make it a point to record the day's events as soon as possible before the memory of those events dull and become of little use.

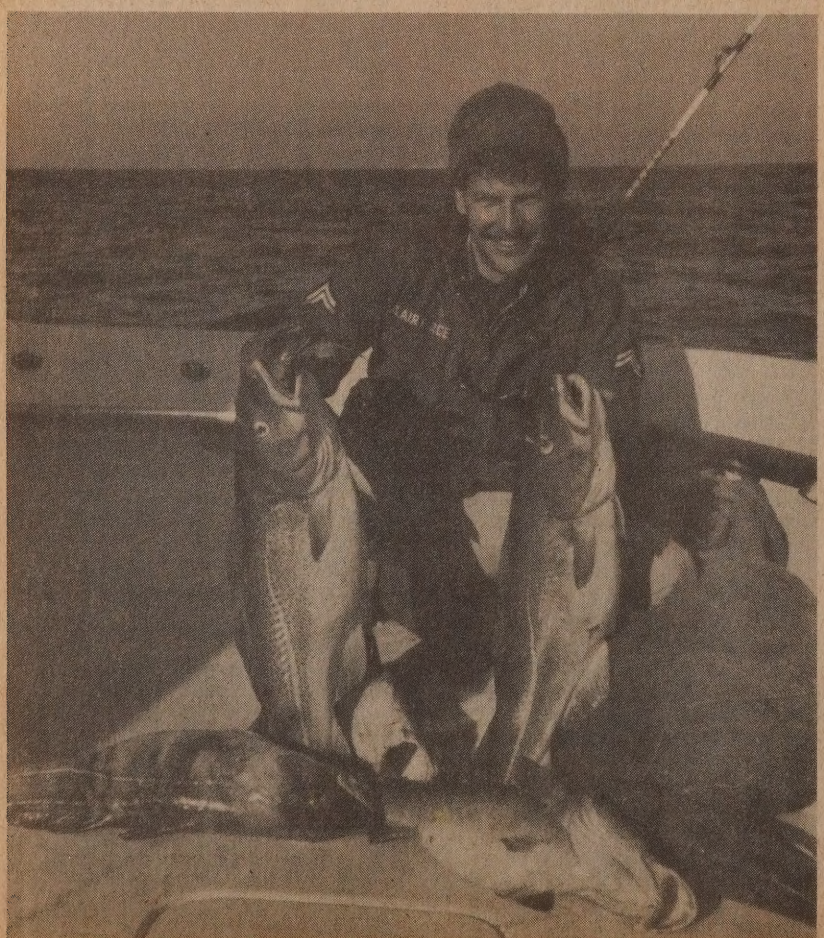
Yes, I keep record books. I've been doing so since 1927—nearly 60 years! I could have started sooner, I suppose, for I began fishing six years before, but as a mere tad at the time, the thought never occurred to me; but when I reached the ripe old age of 13, it became full blown.

Today, right now, at this instant, I can turn a very old, dog-eared, yellowed and very fragile page from one of these early record books and relive a beautiful summer morning of 60 years ago and see myself as a knee-pants kid fishing for Sheepshead Bay snappers. In my awakened memory, I see other kids who often accompanied me those days: Artie Leidecker, Aaron Feldman, Jimmy Anderson, Fats Donley, Sonny Starking, No-Dare Kelly, Wild Tommy Gibbons (who the neighbors said was destined to hang, but instead fooled them all and became a priest); and then there was Foxy Billy Fisher and one called Stupid Willie, one who only gave the appearance of being so. These latter two deserve a story of their own some day.

To this day I can hear my companions' voices, but except for the first three, all have become distant and muted. When I reread those names of yesteryear, there are faint stirrings of exquisite memory. But most of all, those childish jottings tell me today, 60 years later, on just what tide those frisky snappers bit best—and when they didn't. I'm sure all those generations of snappers since then still follow that same feeding schedule. I am sure that if I were to decide to do a little Sheepshead Bay snapper fishing on a certain day this coming summer I'm almost certain of the results—unless those fishing gods decide otherwise.

Just as those records of 60 years ago told me what to expect when snapper fishing, those of more recent vintage tell me what to expect from certain areas today should I decide to go floundering or codfishing, or what-have-you.

I'll tell you truthfully, record keeping is the "Open Sesame" to good fishing. Should you doubt this, my advice is to check with any good fisherman you know, especially one who pursues stripers. He may not be willing to show you his records, but



Records kept from past cod trips could help put fish in the box on a future trip.

I'm sure he'll admit a fanatical interest in the doing.

Do you want to catch more fish this coming year? I might as well ask if ling like skimmer. Sure, you do. Do you want to keep increasing your catch as the years roll by? Of course you do; we all do. You can very easily.

Read on, my good friend, and I'll tell you how it's done. Or at least, how I do it.

First, remember that every time we go fishing we learn something new. Without fail. The catch comes in its recognition. Did those fish suddenly begin to strike your bait harder? There's a reason for it. Put it down! The reason for the fish's cause of action may not be apparent at this time, but perhaps next week, next month, or yes, even next year, the answer to "why" may be at hand when it coincides with other "unsolved mysteries." I know this is so, for it's happened to me many times over the years.

One of the nice things about record keeping is its simplicity. It isn't necessary to spend more than somewhat on elaborate record keeping books (although I agree these make your record keeping much simpler than mine, but I enjoy writing and look askance on those books which require only jottings).

My books vary. Most are simple school composition books available in any stationery store or five and dime. Some, the real old-timers, are H.C. Bohack diaries, which I bought at the time for 25 cents; some are small fiber-covered notebooks, in which are shared my records and sketches of wrecks and their ranges which I took back in the early 30s and which are no longer fishable due to sanding and filling in by currents. (Some more nice memories.)

As you do your record keeping, a pattern will develop, one which will enable you to weed out unimportant matter. I can't tell you what that might be, of course, for record keeping is as personal as one's own toothbrush. And make it a point to do it when you return—just as soon as possible. The longer you procrastinate, the less your total recall of the day's events. This is especially important if you plan a trip to the same spot the following day. The results may be similar or miles apart, but they will become entwined in the telling. Therefore, a word to the wise...

Here's a sample taken from my latest record book; it will show you how I go about it.

"December 15, 1982, Wednesday—To the 'Gulley' with Artie for cod. Drifting produced one cod for Artie, none for me. Anchored up on the southeast edge, got the skimmer going. Took two hours for the cod to respond (used a half-bushel of skimmer for chum). Action started at the change of tide (low). We took nine cod in two hours. Quit when doggies threatened to climb on board. Ten cod—7 to 19 lbs. SW. Mild, 45-50 degrees."

I've managed to insert all pertinent information in a few short lines. Had it been necessary, I would have written more—clarification, for instance. But this wasn't required. There have been times when I've written two full pages to record one simple trip. This usually happens during fluke fishing time. Incidentally, that "Artie" is the same Artie I shared those snapper fishing days with 60 years ago in Sheepshead Bay. The "Gulley" is an area south of buoy 4 off Atlantic Beach. Artie and I "discovered" it some years back while drifting cod in the area. It has produced hundreds of cod for us over the years, a 35 pounder being tops for us to this time. Some years it is dead; some years it can do no wrong. One cod is the least amount the area has produced for us and 27 the highest, which happened in 1961.

There isn't much more I can tell you about record keeping; I've covered the fundamentals.

But I can tell you one thing in leaving your for now—it works! Breathes there the fisherman with soul so dead, who never to himself has said: "Damn! I wish I knew if those fish are gonna bite tomorrow!" No—never. But I've given you a way to attain something mighty like the answer to a fisherman's dream.

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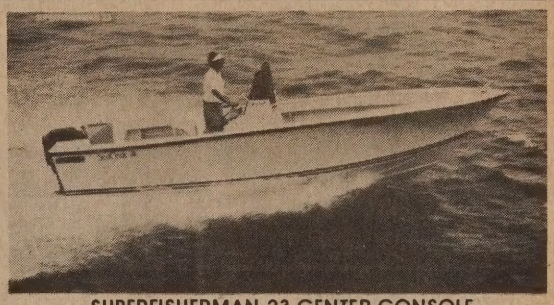

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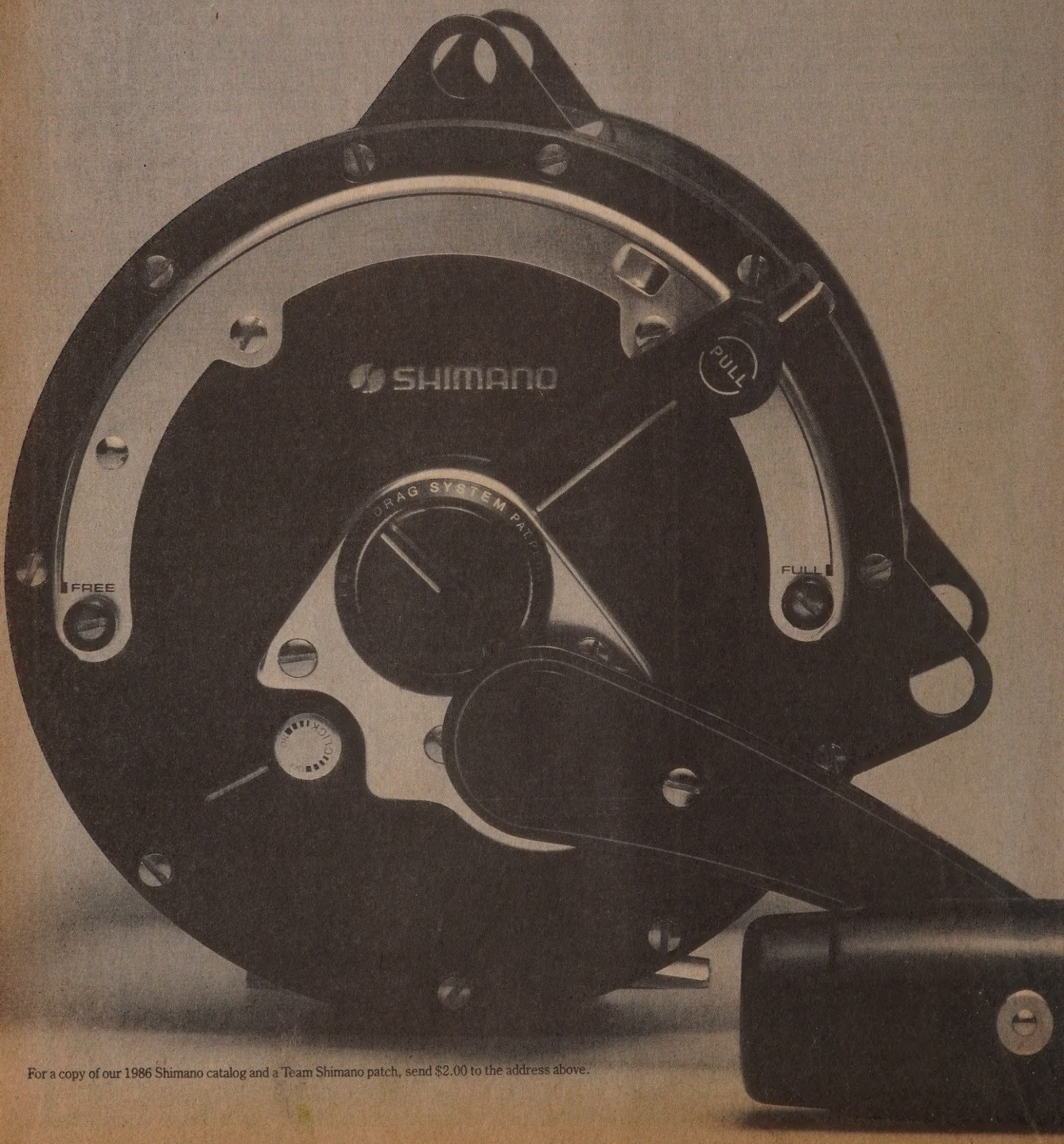

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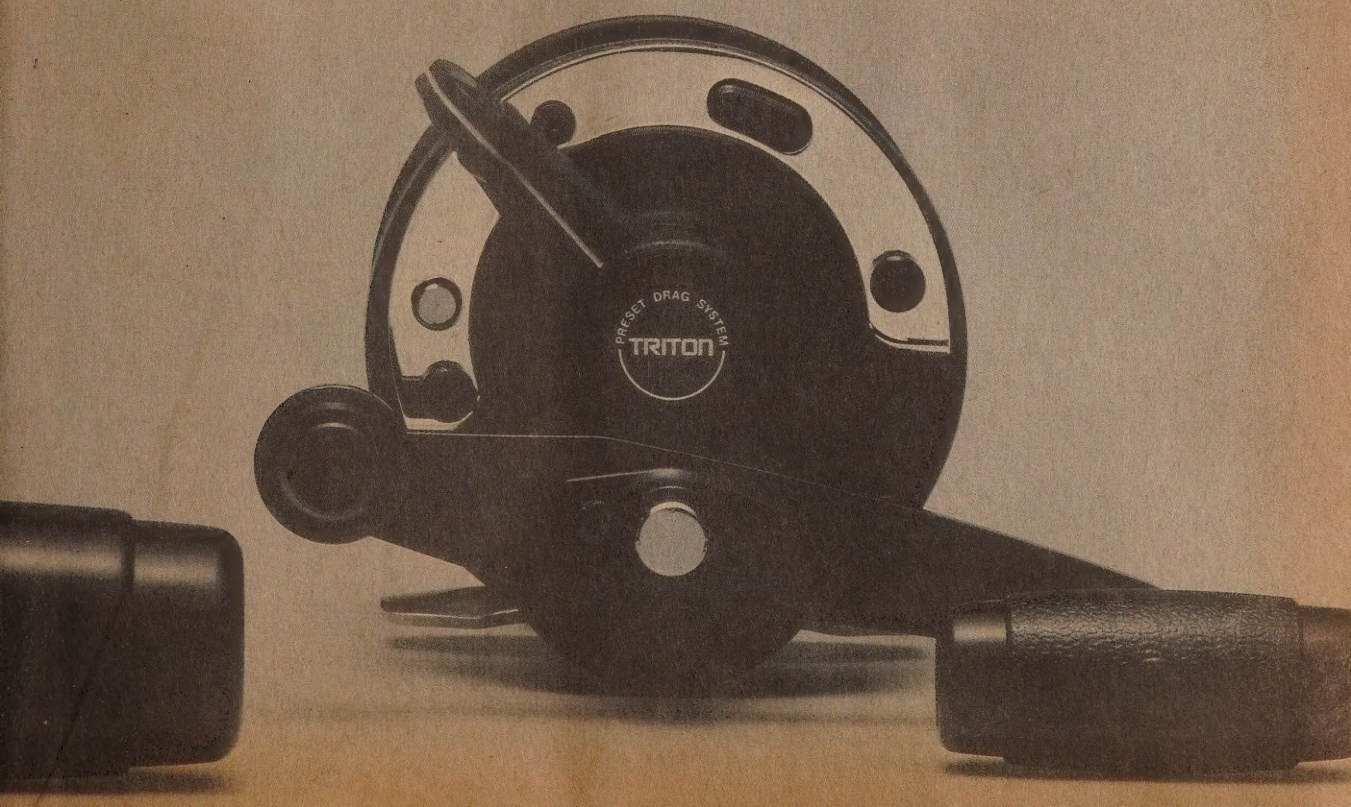


GETTING THE MOST BOAT FOR YOUR MONEY

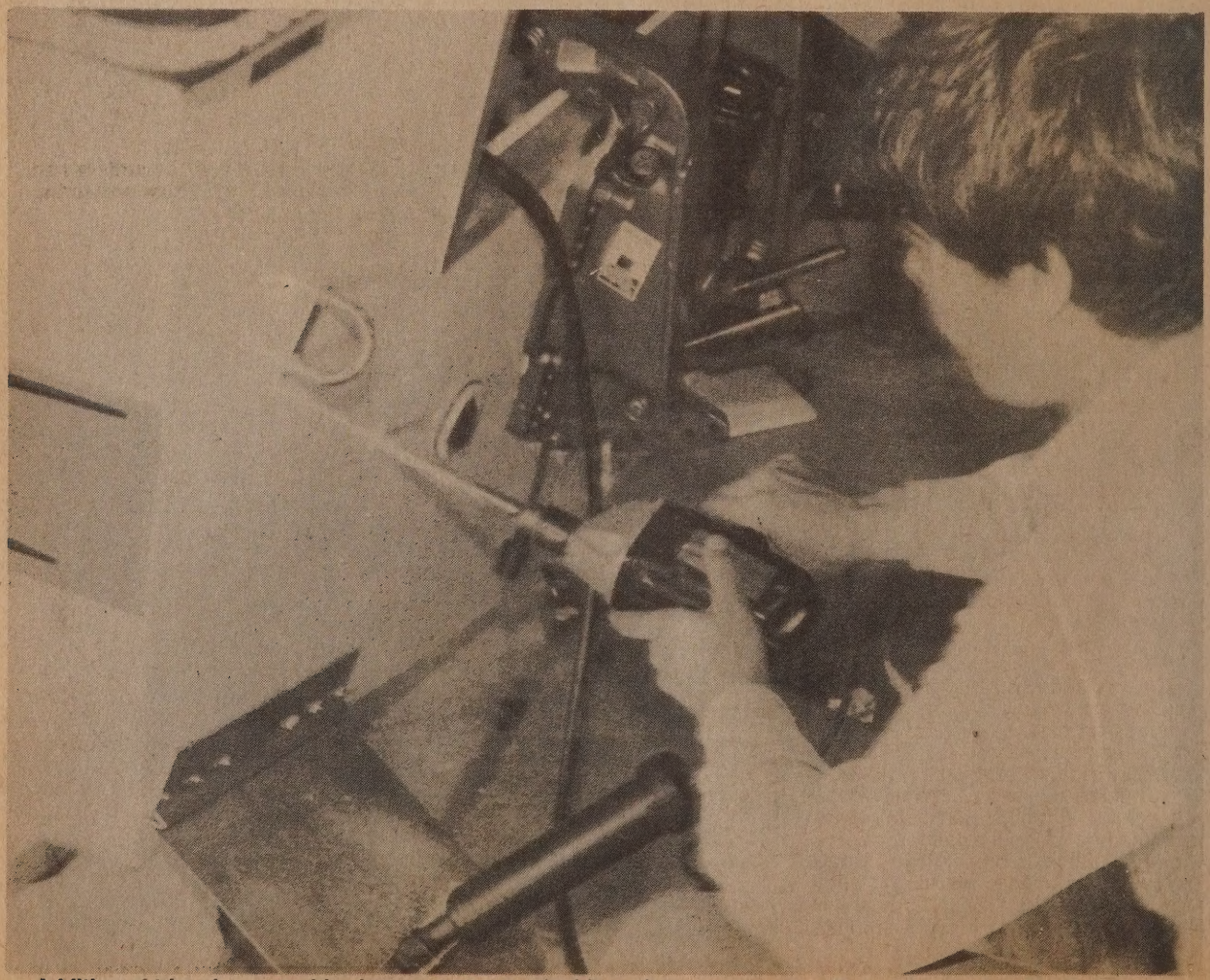
by Russ Wilson

Versatility is the key to serious anglers getting more boat for their money

Everyone who has purchased a new boat knows it is a lesson in compromise. There is no such thing as the "perfect" boat for every type of fishing, and this applies when selecting a rig for inshore, offshore or river and bay use. You can, however, find hull designs and power options that will allow you to give up something in one area to gain in another.

A good example is our most recent fishing machine. We wanted a boat that was capable of taking us offshore to the tuna and marlin waters; allow us to fish the middle ranges for sharks and school tuna, but be small enough to fish the inshore waters and the rivers and bays where winter flounder, fluke and other kinds of game fish are found. As the saying goes, "There ain't no such animal." But, by planning exactly what we felt were the most important features and putting them at the top of our list, we did find a boat that fit our needs without our giving up some of the secondary features that we felt would be necessary if we hoped to cover all aspects of our fishing arena.

The new rig, now a year old and used extensively for most local fishing situations, has proven itself under all types of weather and sea conditions



Addition of trim planes enables boat operator to trim his craft to create a smoother and safer ride. It will also save fuel since the boat can be adjusted to give a cleaner entry into seas.

and is as close to the "perfect" fishing machine as we are likely to get when using only one boat for multi-purpose fishing.

The hull we finally settled on is 25 feet and is classed as a deep vee design. It is powered by a pair of 175 hp outboards, and has most of the goodies born of today's electronic age. Our previous hull, also a deep vee but only 22 feet, was also a good choice for the angler who wants a multi-use type rig, but it was not large enough (in our opinion) for running to the offshore waters and because we had powered with only one outboard and did not elect to install trim tabs at the time of purchase.

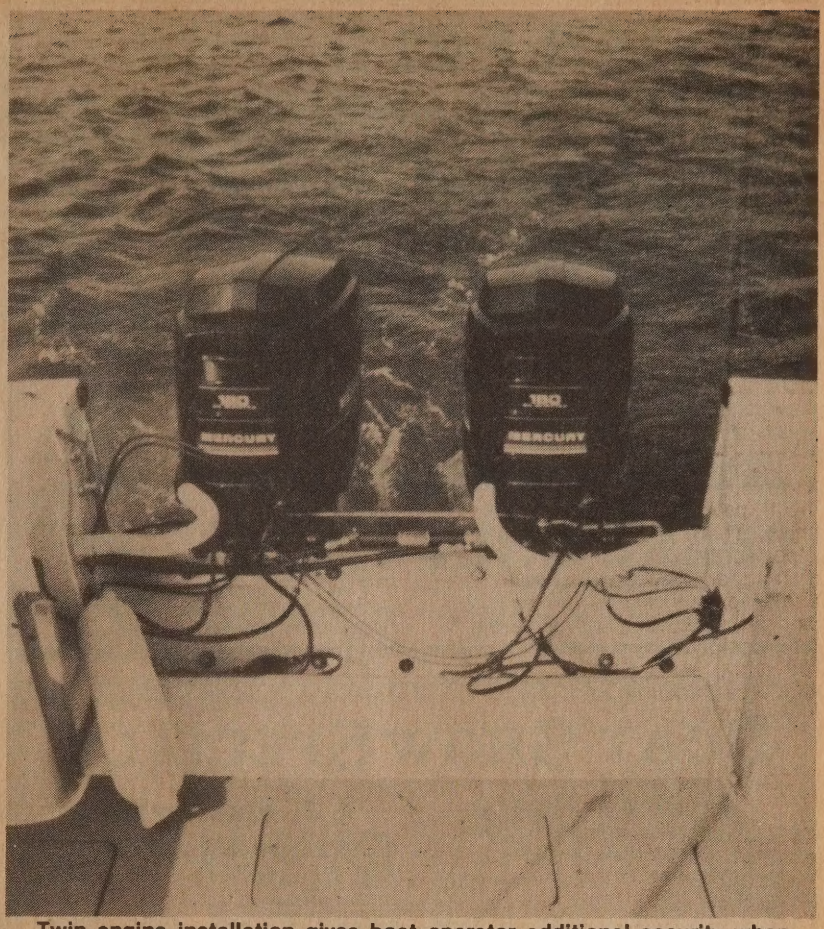
The 25 foot model was purchased stripped except for the usual array of standard items. We took it from there and had our options added. First, and foremost for offshore fishing where we might have a run of 50 or more miles to reach our home port, we had a set of Bennett Trim Planes installed. This is one option that any prospective boat purchaser should investigate before laying down a lot of cash. Those trim tabs enabled us to negotiate some horrendous seas last fall and more than paid for themselves in just one season. A bonus feature of the trim tabs is that they will save you some fuel costs due to the manner in which you can adjust them to give the hull a cleaner entry into the water.

Hydraulic steering is another feature that is costly but extremely useful. Try turning the wheel on a boat that does not have hydraulic and you'll quickly get the message. We had the hydraulic units installed on our Mako 224 and after using them three seasons, could not go back to the standard manual steering system. When we purchased the 25 CC Hydra Sports last winter our first step was to order hydraulic steering set up on the new boat. It has proven a very essential option and at a reasonable cost.

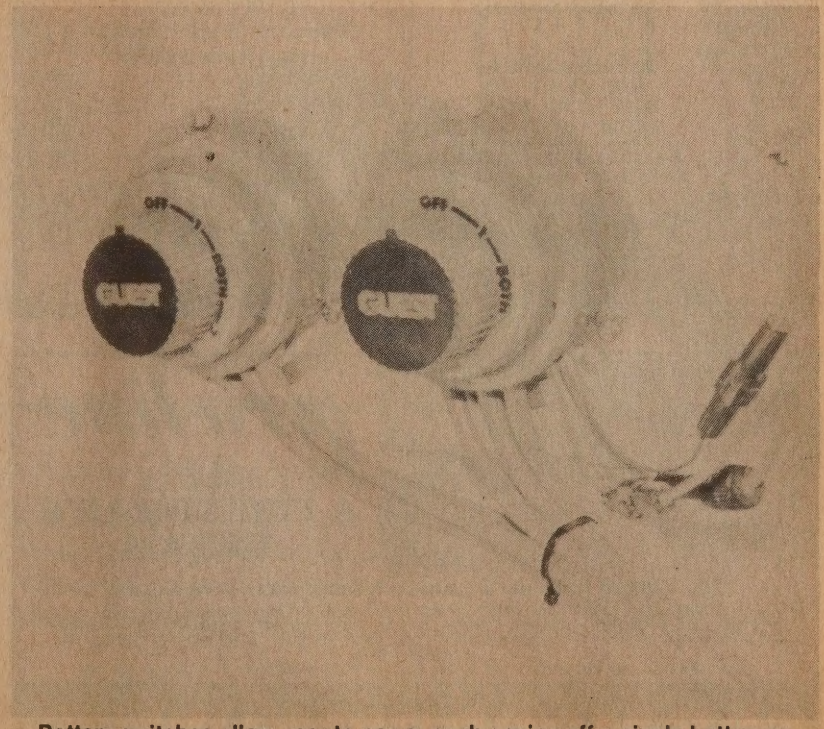
There are no repair stations at sea and if you suffer a motor failure you cannot walk to the nearest station for help. Outboard motors require power to crank them over and to keep them humming along. Electronics also draw electricity and to give them ample power we had a triple battery installation with crossover switches and batteries installed inside the large center console. The switching system allows us to use one battery to power each of the 175 hp Mariner outboards and a reserve battery that is used exclusively for the Loran C, graph recorder, digital recorder, water temperature gauge, radio electric downriggers and other goodies. The third battery can be recharged off either of the main power sources by setting one of the switches to the number 2 position. If all three batteries are needed we simply turn both switches to the "all" position and have full power to crank engines or operate the electronics.

Outriggers are almost standard among saltwater anglers who wish to

(Continued on next page.)



Twin engine installation gives boat operator additional security when running to offshore hotspots. If one should fail the other will bring anglers home safely.



Battery switches allow user to power each engine off a single battery or combine power source so all three batteries are in line to supply power if needed.

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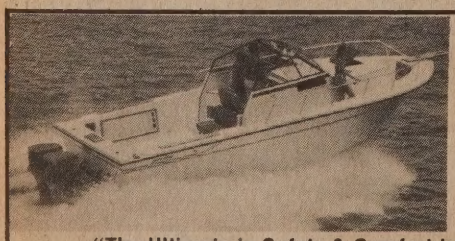

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fish offshore waters for tuna, marlin, dolphin or wahoo. These did not come as standard options with the new rig so we had a set of gunnel type outriggers installed before taking delivery of the new boat. We picked the Lee outriggers because they were easy to use, could be removed when not needed, and could be flush mounted on the gunnel, so when not in use there was no hardware to trip over or hang up lines when drift fishing.

The development of the Great Lakes trout and salmon fishery brought with it many new companies marketing downriggers that were capable of putting lures down to the depths at which trout and salmon were feeding. In recent years those downriggers have become quite popular along the North Atlantic Seaboard and today many fishermen would not venture out the inlets without having some type of downrigger for fishing blues, striped bass and weakfish that are too deep to reach with wire or lead core line.

We had manually operated downriggery on our Mako and on the Starcraft Mariner that preceded the Mako and on many occasions they saved the day. But, manually operated downriggers are not as good a choice as the electric models, especially if you fish alone or with just one other angler. On the new rig, we had a pair of Cannon DigiTrol downriggers installed at each side of the stern with swivel bases and a direct wiring to the electronics battery.

In late fall when striped bass and huge alligator bluefish were migrating along the coast, we had the opportunity to use the electric downriggers and found them a blessing. Not only could we catch those fish on lighter tackle, but when a fish was hooked, all we had to do was press a button and the downrigger weight was automatically raised to the surface where it could not tangle a line and possibly cause a lost fish.

The electric downriggers are costly and if you do not troll deep water areas on a regular basis the cost may prohibit your purchasing them. We do feel, however, that anyone who does a lot of mid-range or offshore trolling is well advised to consider the purchase of either manual or electric downriggers for they will definitely increase your chances of catching fish from deeper waters while allowing you to use light tackle so you can fully enjoy the fight of any fish that are hooked.

We also had a live bait well and a forward bait well that will hold several dozen live baits and can be pumped overboard through a hose setup that was operated from the dash of the console. The rear well pump serves double duty as a saltwater wash down and the forward well also contains a macerator pump which will chop up bits and pieces of baitfish that are left when the well is used as a fish box for our catch. These were standard with the HydraSports but can be purchased as options with many other well de-

signed boats.

Before shopping you should make some type of list of each and every potion you feel will be necessary for the kind of fishing you hope to do. This means bait wells that have aerator pumps, fish boxes that can be washed down after each use or have the added feature of a second aeration system, ample console space for electronics, storage for tackle, out of the way rod racks, enough room behind the console for two anglers to move about without bumping into each other at every step and a hull design that is compatible with ocean waters.

Offhand, we can think of close to 50 companies that are currently building hulls that fit these guidelines. And, amongst the array are manufacturers who build a solid hull at a very reasonable cost to the purchaser and others that market their products at slightly higher cost but include many of the options as standard in the selling price of their products.

It does pay to shop. You may find one marina will offer a specific model boat for several thousand dollars more than another marina in the same geographic area. It pays to check each marina before plunking down your cash. Rigging a boat correctly is an art and some marinas have reputations for very good work while others do not. Usually a reliable marina owner can supply you with references. Customers who are repeat buyers normally indicate good service at reasonable rates and they will usually be up front when asked their opinion of a marina where they do business.

Remember, it's your money that's being spent and you want to get as much boat as you can without hocking the family to get what you want. We have a close friend who wanted to upgrade his fishing machine and had his heart set on a large sportfisherman that was out of his reach. He settled for a lesser boat in order to get the size he felt was necessary to fish the offshore canyons and in the process give up a lot of features that were beneficial to htis long range fishery. After two trips he was ready to toss in the towel, for he had given up too much to get a rig that was not suited to his long range plans.

If you are an inshore fisherman, meaning you do not fish the offshore waters on a regular basis, you really do not need a large boat. Many of today's 20 to 26 foot hulls are built with a cuddy cabin design and can fill in as overnighters for the family while still providing plenty of fishable space. These are ideal for moderate range fishing, camping or family activities and are not as costly as some of the more specialized fishing machines.

River and bay anglers in particular, may find a well thought out 17 to 20 foot center console or cuddy cabin model is more versatile than a higher priced 22 or 25 footer for their type of sheltered water fishing. They are also much lower in original cost even when all the extra goodies are included. And, as a bonus, the smaller boat will require less power and is not as expensive to operate.

Our 25 footer was a compromise, but it allows us a lot of leverage. With it we can fish the blue waters 30 to 60 miles off the beach, work the shallows for fluke and other bottom fish, plug the jetty fronts, and still anchor up on a small patch of productive winter flounder habitat in the rivers and back bays. Granted, a 25 foot boat complete with a pair of huge outboards does not maneuver quite as easily in cramped quarters as does a 14 foot aluminum hull with a small outboard kicker and it is certainly out of place amongst the big ocean-going sportfishermen that probe the blue waters of the offshore canyons. It does, however, allow us to sample a little of both worlds while giving us the safety of twin motors and the comfort of a mid-size cruiser when negotiating rough seas.

If we had the wherewithal, our choice may have gone something like this: a small aluminum planing hull with minimal outboard power for fishing the sheltered rivers and bays; a mid-size center console type deep vee for working the inshore shallows, and a larger sportfisherman for running to the canyons for billfish and tuna. Unfortunately, we do not own a bank and have yet to hit the lottery. For now the 25 footer will do just fine.

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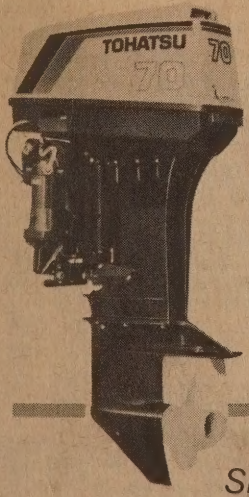

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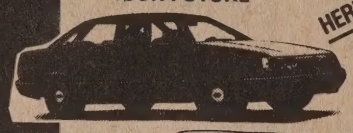

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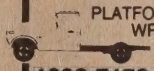

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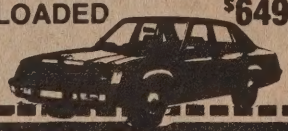

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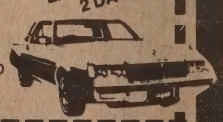

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PROS & CONS OF CUSTOM RODS

by George Sanderson

While browsing through the newspaper the other day a large ad caught my eye. It read "All around fishing outfit—perfect for fresh and salt water fishing." To be blunt: there is no such animal. As a matter of fact, trying to fish the lakes, streams, bays and oceans of our area with only one or two outfits is kind of like trying to take apart a car engine wih an adjustable wrench. It might do the job—but not efficiently. While this analogy might be a bit of an exaggeration (fishermen tend to do this once in a while), the fact still remains: fishing with the proper equipment can make a big difference.

I believe that fishing with the proper outfit will not only put more fish in your boat, but will also add to your fishing pleasure. I hope you'll agree that a 1½ lb. flounder just doesn't make it on 30 lb. test line.

If you are beginning to think "Here we go again, some guy I don't even know trying to tell me how I ought to fish, what I should use, etc., etc.," you're dead wrong. Within certain limits, of course, what's proper equipment for you might differ from an outfit that I would choose. Let me explain. While out fishing for spring run weakfish that year, I had two other guys on board besides myself. The equipment we were using varied quite a bit. I was using a fairly light graphite rod with 12 lb. line spooled up on a small conventional reel. My buddy Tony was using a light fiberglass spinning rod and 10 lb. line. Tony's brother Sal the barber was using an older conventional rod (solid glass) and 20 lb. line. We all caught fish—not big, not many, but fish. I hope this proves my point—what's right for one person might not satisfy another. You must be comfortable and confident with your tackle to be successful. You might wonder, "How do I find the type of outfit that is proper for me?" The answer could very well be a custom built fishing rod either purchased from a builder or one that you build yourself. A custom rod balanced to your favorite reel is truly a pleasure to fish with.

There are some questions that should be answered before buying or building a custom fishing rod. One, is

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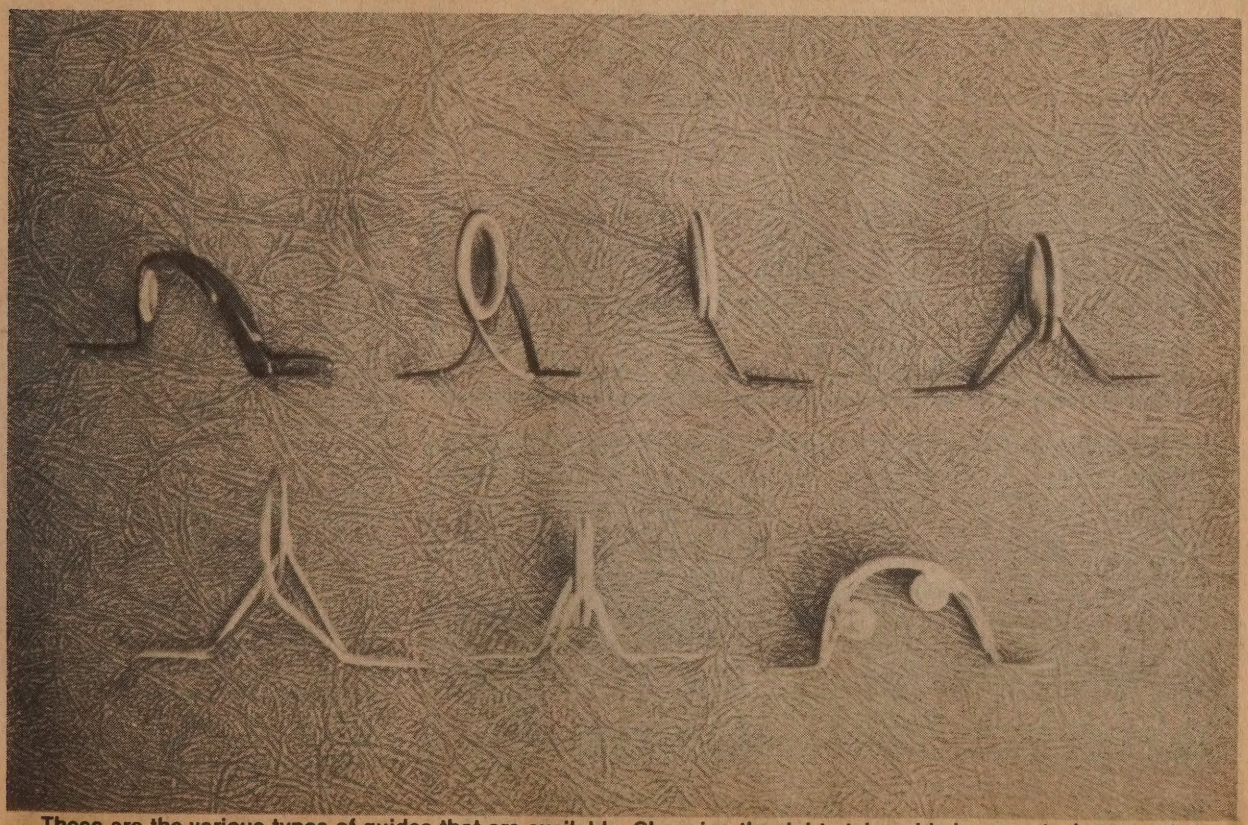

These are the various types of guides that are available. Choosing the right style guide is a must when constructing a custom rod.

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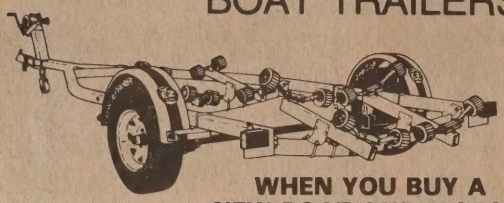

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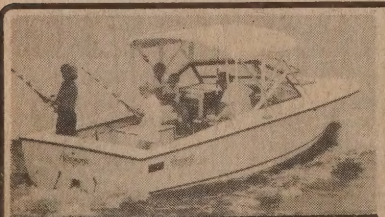

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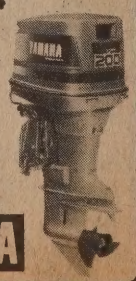

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the expense justified? A custom rod will not come cheap.

In choosing the proper components to build a rod, many decisions must be made. Let's see if I can give you some basic ideas and guidelines to follow. Let's take this one step at a time.

The first step is to select a blank, the basis of any fishing rod. Fiberglass, graphite, boron, a composite of these materials, "S" glass, Fenglass and on and on. These are some of the many choices available. The material you choose should reflect the type of fishing you plan on doing (and the size of your checking account). Can you justify the added expense of boron or graphite? Or, is a high grade fiberglass blank going to do the job for you? I've built a lot of custom rods using both Lamiglas and Fenwick blanks: I have no complaints about either company.

Graphite does offer lighter weight and increased sensitivity but "buyer beware." Some blanks, plus many of the manufactured rods on the market today that are advertised or labeled as graphite actually contain very little of this expensive material. A quality graphite blank will be 90 percent graphite (or more).

The action of the blank is something else that must be considered. Extra fast, fast, medium or slow are your choices. In an extra fast action blank you will find most of the "flex" in the tip. As the action slows, more of the blank will flex under pressure. Different types of custom rods demand different actions. If you don't think this over carefully you may end up very disappointed with your new custom rod.

The blank is going to be the heart of your new rod. Think about your choices—twice! If you make the proper choice in this area you are well on your way to owning a fishing rod that you will enjoy for many years to come.

Another component that you will need is a reel seat. Again, the choices are almost endless. Aluminum, chrome over brass, graphite composite, etc. Also, the quality will vary from company to company. Your choice should be based on the type of fishing you plan on doing. For instance, many anglers do not like to use an aluminum seat on a rod destined to see a lot of saltwater use. Before I discuss some of my personal preference in seats, I would like to make an important point. I find that this is an area that people tend to skimp on when assembling a custom rod. Don't make this mistake. Use a quality reel seat; you'll be happier in the long run.

I find that you can't go wrong in the reel seat department if you choose a Fuji graphite/composite seat. These seats are available in a number of sizes: from a size 16 for ultra-lights and fly rods on up to larger models for heavy boat and surf rods. These seats are strong, light, durable and with stainless steel hoods impervious to salt. Being graphite they give some

added sensitivity to your new rod. Another advantage is comfort, as they are not prone to absorb coldness as a metal seat. These Fuji seats will serve you well on most applications. If you are planning an offshore trolling rod you will want to look to the Aftco Unibutt. These reel seat/handle combos are really top of the line.

There are so many guides on the market today it is impossible to do justice to all of them in an article of this length. Fuji makes an entire line of fine guides from ultra-light single foot guides on up to guides for offshore trolling. There are many other companies that manufacture fine alternatives. Determine what you intend to use your new rod for—then talk to some people about guide choices. Pick a quality product and you can't go wrong.

Determining the proper guide size and spacing on the blank comes with experience. A custom rod builder can help you in this area. Most shops that sell components also build rods; they're more than willing to offer some assistance. Also, many articles have appeared in The Fisherman showing you "how-to" build custom fishing rods. Check through your back issues and more than likely you'll find a rod suited to your needs.

When selecting grips for your new fishing tool, two things have to be considered: length and material. Length of the grips (fore grip and butt grip) will vary from rod to rod. Keep one thing in mind: you are building a custom rod to be used by YOU—not anyone else! Choose grips and their length, that will suit your needs. For spinning rods a good rule of thumb to follow in grip selection is: for a one-handed spinning rod, use a 5 to 6 inch butt grip and a 4 inch fore grip. If you prefer a two-handed rod (this will enable you to cast using both hands on the butt grip), go to a 10 inch butt grip. For conventional rods the butt grip is usually anywhere from 8 to 14 inches long. Surf rods, jetty rods, fly rods, etc., will all vary. You are the one who is going to be using it, so keep your own physical make-up in mind.

Cork, wood, hypalon, Veltex and aluminum are your basic choices when it comes to grip selection. Of course, the wood and aluminum will come into play when you are building an offshore rod. In most other instances, the others will serve you well. Cork is often preferred when fly rods and ultra-light graphite rods are being assembled.

I hope that I have enlightened you a bit to the ins and outs of building a custom rod. In an article of this type it is impossible to include many more specifics; in fact, many books have been written on the subject. If there are still questions in your mind, I would suggest talking to an experienced custom rod builder or reading a book on the subject. Just try to remember one important thing: a custom rod is a very individualized item, and you are the individual who is going to use it.

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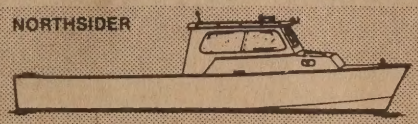

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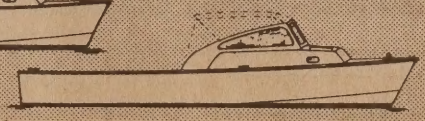

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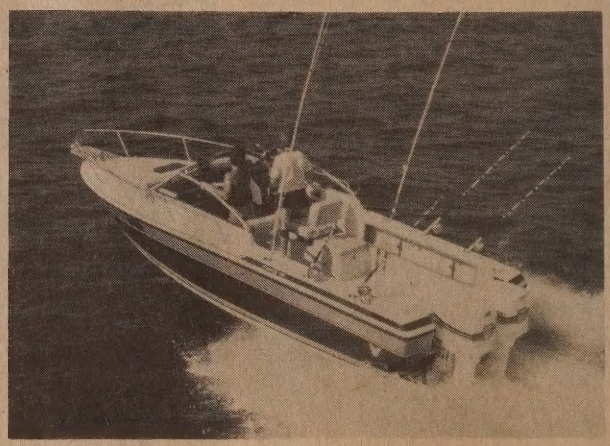

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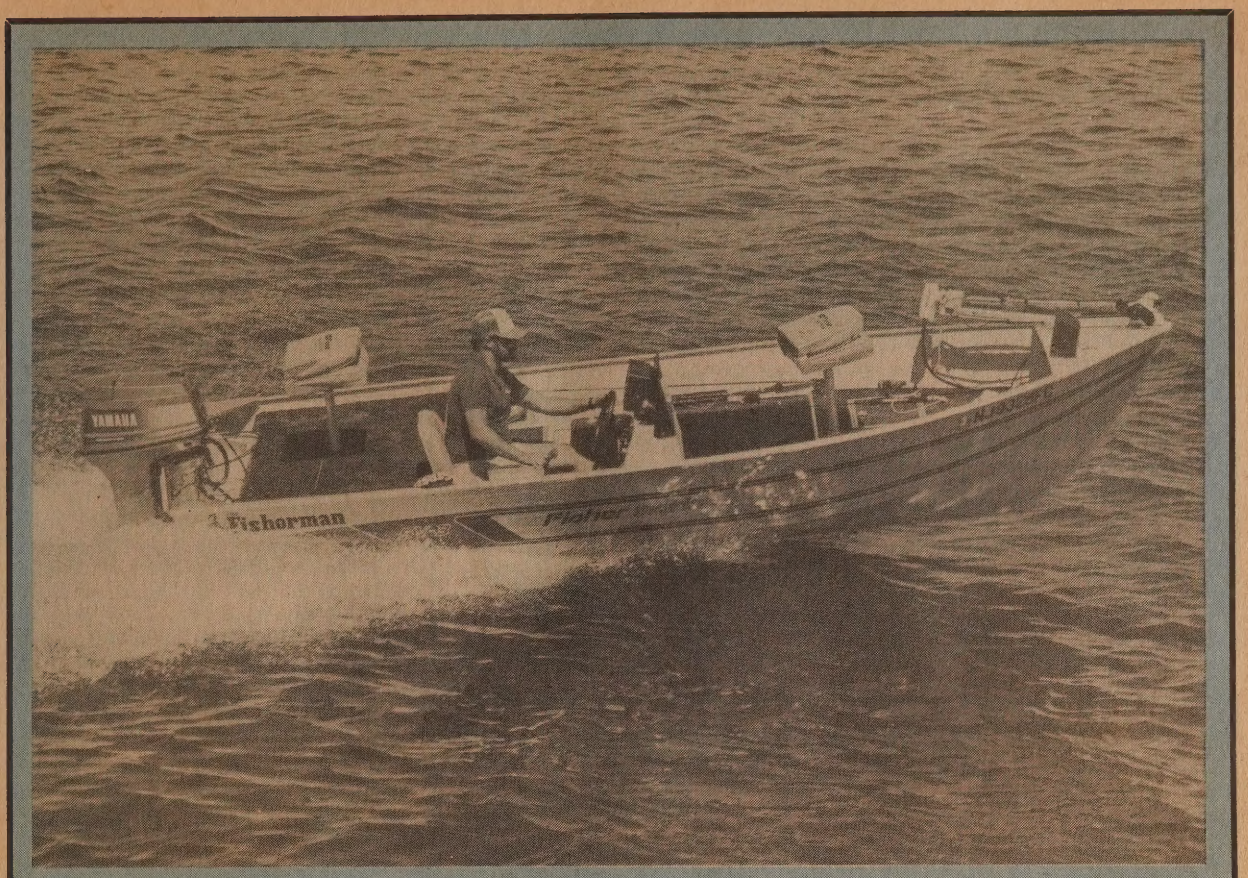

THE VIRTUES OF ALUMINUM

by Gary Caputi

I have long been an aluminum boat user. My first boats consisted of "tin" cartoppers, which were used on the lakes, rivers and bays of New Jersey. They did double duty as surf launched saltwater boats back in the 70s when there were so many fishermen using these small boats to chase weakfish, blues, stripers and fluke. These little tin boats made up a small armada that could be seen fishing the jetties from the outside in and even running out to fish alongside the party boats on such close offshore spots as the Klondike, but only when the weather allowed. Many people looked at us like we were crazy or had a death wish when we fished these boats in the ocean, but just as long as you picked your days, they provided mobility, the chance to catch fish that frustrated shorebound anglers by staying just out of casting range, and provided the opportunity to get in on the fishing that was usually limited to anglers who could afford larger boats.

In fact, in the late 70s, I did an article for The Fisherman on building an aluminum bass boat from a 14 foot open aluminum skiff. I built the boat on a Duranautic side console, Offshore 14, powered by a 40 hp Merc. The project was undertaken because at the time, there were few boat companies offering a viable aluminum bass boat that was put together with casting platforms, pedestal seats, live wells, and the other basic goodies that make a bass boat a bass boat. I ran that boat 5 years on lakes, rivers and in saltwater on occasion. It was fished hard and often and was then sold to a friend who has put another 2 years of hard fishing on it and it is still going strong.

After all the years of good experiences, when it came time to find a larger bass boat, you can bet that aluminum was high on my list of boats to check out. No longer was it necessary to build one to find the features I wanted. The advent of true aluminum bass boats has come about, and there is nothing you could want in a tin bass boat that some company is not offering in a standard model. But why aluminum? Let's look at the advantages I have found in these metal boats from the viewpoint of a long time devoted user. You might just find that your next boat, be it a lake trolling boat, a small center console for saltwater and lake use or an all out, 50 mph plus bass boat can be found in the ranks of aluminum boats now on the market, that these boats have as much to offer as their counterparts in fiberglass and Kevlar.

Some of the benefits that stand out strong in favor of aluminum are pretty obvious. The weight savings offered by aluminum boats can save the boat fishermen a lot of dollars over the years. One place that the savings is not immediately apparent is the purchase price of an aluminum hull when compared to a glass hull. The days of aluminum boats being considerably less costly than their fiberglass counterparts are pretty much gone. The reasons for this revolve around the better construction techniques and stronger, better aluminum alloys being used today. Going back a decade or so, aluminum boats gained a very poor reputation in saltwater. This was in part due to the growth of the aluminum boat industry out of the aircraft industry. Old aluminum

(Continued on next page.)

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boats, in many cases, were built of aircraft alloy aluminum which was high in copper content. What this did was cause a very high incidence of galvanic activity between the hull and the saltwater. What was happening was the boats were corroding away in the water. This was not a big factor for anglers who put their boats in for a day of fishing and then took them out on a trailer or pulled them up on the beach when done. It did become a factor to those people living on the water who left the boat tied up to a dock and in the water for long periods of time. The rivets and even the hull metal would slowly start to disintegrate.

This problem has been resolved over the years with the introduction of new aluminum alloys that will stand up to saltwater as well as hull material. There have been many design changes made in the hulls of aluminum saltwater boats in order to strengthen them in the critical points and areas of stress. Heavier hull bottoms and sides have been incorporated and the most critical areas around the chines have been beefed up to stop cracking due to the pounding these boats take in rough water.

Add to this the improved layout and design of aluminum center console boats and the new, larger models available, some up to 25 feet, and you have a strong, seaworthy boat that can stand up to the torture that the sea can dish out as well as offer the necessities required by serious fishermen. In other areas of the world, aluminum makes up a much larger percentage of the ocean going sport and commercial fishing boats than here in the United States. In the Pacific Northwest, commercial fishermen have been utilizing aluminum work boats for their salmon fishing for many years. I would not be surprised to see a larger percentage of aluminum boats used in saltwater by sport fishermen in this area of the country over the coming decade.

With the cost of the aluminum hull being pretty close to the cost of similar fiberglass hulls, where are the savings that I mentioned? They start to appear when it comes time to choose the power for the boat. A 17 foot aluminum bass boat can be powered to run over 50 MPH with a small outboard like the 70 hp Yamaha engine I am running on my Fisher SV-3 bass boat. The SV-3 weighs in at an ultra-light 582 lbs. without motor. That is considerably lighter than a comparable fiberglass bass boat. With the 70 Yammie, this boat has been clocked in the area of 57 MPH running at 5200 RPMs. The engine could be propped differently to bring the RPMs up to the factory redline of 6000, but I don't really see the need to make the boat run any faster, since it usually white-knuckles my girl friend and most other passengers I take fishing with me. The general comment seems to be "aluminum boats aren't supposed to go this fast!"

Well, they do and this one does it and handles great, to boot.

So aluminum can offer speed and handling with considerably smaller outboards. With the cost of outboard motors in this day and age, that can be a savings of thousands of dollars. This holds especially true with the saltwater models. A 22 foot Starcraft center console can be powered to run in the 40 MPH plus range with only a single 4 cylinder outboard of 140 hp. The same size boat in glass will require an outboard of 200 hp to deliver the same performance.

When using a smaller outboard on an aluminum rig and having that motor pushing the lighter aluminum hull, your operating savings multiply. The fuel consumption can be as dramatic as 40 percent over a similar size glass boat with the larger outboard necessary to offer comparable performance. Your cruising range is extended on these boats with a smaller fuel capacity.

With my aluminum bass boat, I can run around all day long on 7 to 10 gallons of gas. I have yet to empty both 7 gallon tanks on the boat in a day of fishing. This is not the case when running larger high-performance glass and Kevlar bass boats. Fishing from rigs like this with friends on large southern impoundments, I have literally watched the gas gauge move as the engine ran. Sure, they can do close to or in excess of 70 MPH, but you are paying the price for the speed. That speed is rarely needed in the northeast with the smaller lakes that are available to bass fishermen.

You can see the savings in boat fuel, but how about the savings you can reap on the tow vehicle you use to get your boat around. I have a friend who fishes a Grumman 5.0 meter center console aluminum. He uses it in large lakes and mostly in the ocean. He trailers it to Cape May in the spring for the weakfish run and to Cape Cod in the summer for bass and bluefishing. He does all this trailering with a small Chevy Blazer with a 6 cylinder engine that gets an average of 17 mpg on the highway, boat in tow. Try that with a glass boat of 20 to 22 feet. My Fisher SV-3 can be towed by a small 4-cylinder car and the tow vehicle will still get great mileage. I use an S15 Jimmy for towing most of the time, and it loses 2 mpg with the boat behind it as compared to running without the boat in tow. The tow vehicle savings is again compounded when you figure the purchase cost of the tow vehicle, as compared to what would be necessary to tow a similar sized glass boat.

Where else will you save on an aluminum boat? Here are a couple more areas of savings to consider. When buying a trailer for your boat, the weight savings of aluminum again becomes a benefit. The lighter boat requires a smaller, lighter trailer to handle towing duties. This means you don't have to shell out the bucks for a big, heavy duty trailer, which can amount to quite a few dollars. You will also realize a savings when it comes time to get insurance on the rig. Since the aluminum boat is lighter in weight class, runs with a smaller outboard and rests on a less expensive trailer, the insured value of the boat, motor and trailer is much lower. Hence the cost of the insurance is reduced. Add one more savings to your list—maintenance! Aluminum boats require very little maintenance and are easy enough to work on so that you can usually handle any electronics installations, equipment repairs or the like yourself.

With the wide variety of quality built aluminum boats available today, they most definitely deserve consideration when you are thinking about a new boat. There are ready to fish models for lake trolling, simple open skiff types for bay fishing, exotic bass boat models to 17 feet that now handle outboards up to 120 hp, and the center consoles that are finally offering many of the design and layout benefits of the fiberglass center consoles. Aluminum might not be for everyone contemplating a new boat, as glass and Kevlar boats have much to offer with the many years of refinement they have behind them. If this is the year you decide it's time for a new rig, don't overlook aluminum and what it has to offer when you hit the boat shows.

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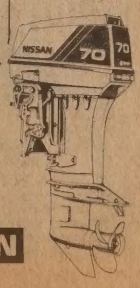

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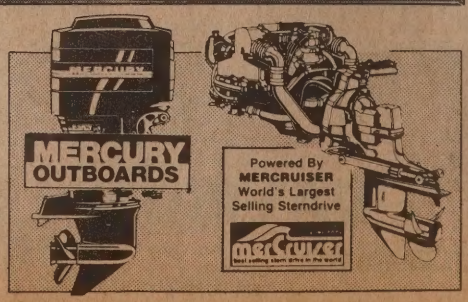


OUT OF SIGHT, OUT OF MIND

by Einar "Doc" Grell

The threat of a fuel explosion is often overlooked by many boat owners.

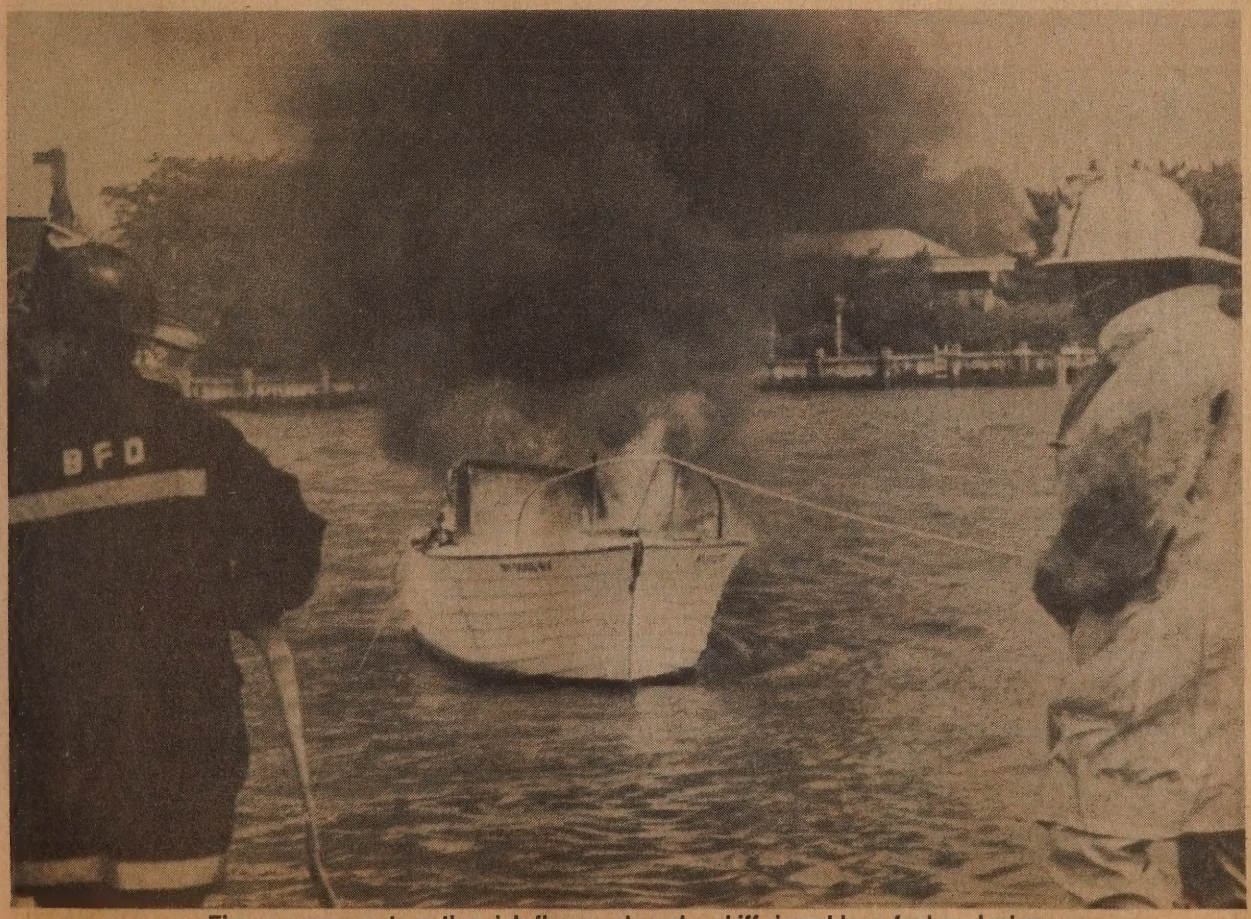
"Out of sight, out of mind" is a philosophy which many boat men and fishermen appear to have regarding their fuel tanks. It is a "deadly" philosophy which many of us fall prey to. If we are lucky, we escape with our lives and only get blown up and into the water. If we are unfortunate or unlucky we are on "our way to the playground in the sky" without ever knowing what happened.

My point, in all seriousness, is that none of us can be too careful when it comes to storing gasoline aboard our boats. Fortunately, builders of boats carefully install fuel tanks so well that we can take for granted that nothing will ever happen regarding our boat catching fire or exploding. These fuel systems appear so dependable that the boat owner almost assumes that nothing will ever happen. Luckily for most of us, nothing does happen. This happening usually takes the form of an explosion or a fire aboard boat. It is a living nightmare with all of the effects. Often, these effects take the form of crippling disfigurations and maiming for life. Anyone who uses petroleum as their means of propulsion is never excluded from this possibility.

Analysis of Coast Guard boating accidents reveals that fires and explosions are the major cause of serious accidents. With more people buying boats and more anglers going farther and farther out to sea, we are witnessing today the installation of larger capacity fuel tanks. With these added capacities many of our boats are actually becoming larger and potentially greater floating bombs.

At this point, a little chemistry involving fire and explosions is in order. One gallon of gas stored in a warm area when vaporized has the

(Continued on next page.)



Firemen prepare to extinguish flames aboard a skiff ripped by a fuel explosion.

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explosive power of 14 sticks of dynamite. You might at this point desire to compute your Dynamite Rating or Nightmare Quotient. My 20 foot Thunderbird outboard skiff carries 72 gallons of gas and has a dynamite rating of 1008. The nightmare quotient is the same. The explosive power of one gallon of gas was determined by the New York fire department to demonstrate the danger of storing gasoline in the home, in automobile trunks or aboard boats. The energy crisis undoubtedly contributed greatly to the chemistry of explosions and the explosive power of gas.

Chemists point out that drastic temperature changes in storage areas can cause gasoline to expand which creates pressure in the can. This process results in leaking fumes or vapors. It is these vapors which in reality provide the explosive power and equivalent dynamite potential. A cigarette, static electricity, a short in wires leading to your engine's electrical system, or a collision resulting in spark can ignite the fumes and cause fire and explosion.

Unseen gasoline vapors which are heavier than air can flow like a stream of water for distances up to 30 feet or more and can be ignited by a spark. The danger from gasoline vapors is present whenever gasoline is being handled, especially when it is being pumped into a boat's tank which is not insulated, but which in reality is surrounded by warm air. This is the actual situation present with almost 100 percent of present boat owners. Remember, gasoline is normally stored in underground tanks where direct sunlight never shines and thus is several degrees cooler than the average air temperature of typical boating weather. It is recommended practice to top gas tanks after a day's fishing to keep damp air from coming into the empty portion of the tank and causing moisture to condense. If a tank is filled until the fuel runs out of the filler neck, there will be no place for expanding gasoline to go but overboard via the vent line and fitting on the outside of the hull. If you have poor fittings it is possible to unknowingly place raw gas into the hull of your boat. If sufficient fuel runs into the water resulting in water pollution you could be reported to the authorities by one of your fellow boatmen. You could receive a stiff penalty under the Water Pollution Control Act ($5,000 maximum fine) if such spilling of fuel "causes a film or sheen upon, or discoloration of the surface of the water or causes a sludge of emulsion beneath the surface of the water." Either way, you lose. Most boatmen would prefer the stiff fine instead of a possible fire or explosion.

Preventive medicine can go a long way towards protecting yourself and crew from these dangers. These tips should help:

1. Maintain your bilges free of gas, oil and old rags. It is amazing what some boat owners store in their engine compartments. Check bilges frequently. They should be clean enough to eat out of if you are intelligent and wish to live to a ripe old age.

2. Wherever possible, employ fireproof materials in your interior decorating especially in trunk cabin cruisers. Educate your wife to materials, curtains, cushions, etc., that are non-flammable. Watch out for putting down carpeting over engine compartments that not only smother ventilation, but which are made of materials which burn. Air should be allowed to circulate.

3. Never use gravity feed or gasoline stoves for your cooking. If you require hot meals use approved alcohol or kerosene in pressure stoves for cooking.

4. Check your fire extinguishers frequently making sure that they fit the size of your boat and that you know how to use them. Make sure that they are filled. Each fire extinguisher is classified by letter and Roman numeral according to the type of fire it may be expected to extinguish and the size of the extinguisher. The letter indicates the type of fire: A—fires of ordinary combustible materials; B—gasoline, oil and grease fire; C—electrical fires.

Extinguishers approved for motorboats are portable of either B-I or B-II classification.

Fire extinguishers must be carried in ALL motorboats that have one or more of the following conditions that make the boat of closed construction: inboard engines; or closed compartments under thwarts and seats wherein portable fuel tanks may be stored; or double bottoms not sealed to the hull or which are not completely filled with flotation materials; or closed living spaces; or closed stowage compartments in which combustible or flammable materials are stored; or permanently installed fuel tanks.

Dry chemical fire extinguishers without gauges or indicating devices must be weighed and tagged every 6 months. If the gross weight of a carbon dioxide (CO_2) fire extinguisher is reduced by more than 10 percent of the net weight, the extinguisher is not acceptable and must be recharged.

Check extinguishers regularly, being sure gauges are free, nozzles are clear and extinguishers are readily accessible. Locking extinguishers up is insanity. Strange as it may seem this has been the situation in some boat fires.

5. Check your flame arrestors. All gasoline engines, except outboard motors must have U.S. Coast Guard approved flame arrestors fitted to the carburetor or bear a label indicating that the Coast Guard has approved use of that engine without an arrestor.

All boats from less than 16 feet in length, not more than 65 feet in length must have one approved backfire flame arrestor on each carburetor of all gasoline engines. This requirement is quite simple. Do you satisfy the requirement?

6. Check your ventilation. On boats of less than 16 to not more than 65 feet, there should be at least 2 ventilation ducts fitted with cowls or their equivalent for the purposes of properly and efficiently ventilating the bilges of every engine and fuel tank compartment of boats constructed or decked over after April 25, 1940, using gasoline as fuel and other fuels having a flashpoint of 110 degrees or less.
There should be at least one exhaust duct installed so as to extend to the lower portion of the bilge and at least one intake duct installed so as to extend to a point at least midway to the bilge or at least below the level of the carburetor air intake.

7. Before attempting any electrical repairs (quick spark test, ignition, starting motor check, etc.) or doing anything that may cause a spark, **get rid of any gas fumes**. If the smell of gasoline persists find the source and repair it before going on. Bilges and engine compartments **must be free** of explosive vapors.

8. Before making any checks in which fuel may be spilled, turn off all eletrical equipment and have a container ready to catch any spilled fuel. Have someone standing by with a fire extinguisher.

9. Never fuel up at night except under well lighted conditions. What you can't see could kill you or cause your boat to catch fire and explode. More than one boatman has gassed up at night pouring gas into a rod holder instead of into the neck of the fuel tank.

10. Fuel up at "safety conscious" stations. If George the gas boy insists upon smoking when fueling your tanks remind him politely that he will be held responsible for all damages incurred if your boat explodes. Also remind him that you will not pay for his funeral expenses. He should get the idea unless he is insane. I would also recommend that you find another refueling station.

11. Carry gasoline for outboard motors in acceptable safety containers and do not store them below deck. Large outboard motors employ large inboard tanks and thus should have the same tank installations as regular inboard motors with proper grounding, ventilation, etc.

12. When refueling portable tanks, they should be removed from the boat so as to prevent any spillage from entering the bilges. **Do not store** filled outboard tanks in open sunlight. The heat from the sun builds up great pressure in outboard tanks which will cause the expanding gas to violently "whoosh up" through the gas cap opening when cap is removed. If you are smoking at the time you "crack the gas cap" you could very easily become a human torch. All outboarders should remember this fact. More accidents have been incurred by outboarders in this manner than from outboard engine explosions.

Following are correct fueling procedures for permanently installed tanks. Before fueling make sure that your boat is properly moored. All passengers should get off the boat. **Forbid smoking** in or near the boat. Shut down all engines, motors, fans, depth meters—everything electrical. Extinguish all flames and fires. No one should be cooking in the galley. Close all ports, doors and hatches. Be sure that a filled approved extinguisher is readily available.

During fueling, make sure that you **do not** overload your fuel tanks. Allow for expansion of gas. **Don't** let one drop of gas get below your decks. Be sure that fuel hose nozzle or can makes metal-to-metal contact with fill pipe.

After fueling, tighten fill cap snugly. Wipe any spillage. Open all ports, doors, etc., and fully ventilate your boat for five minutes. Operate your bilge blower to ventilate enclosed spaces and bilges. Always operate your bilge blower before starting your engine.

If the preceding procedures appear to involve too much effort on your part, you should give serious consideration to giving up boating. You will live much longer on a golf course.

In conclusion, think safety and do not take for granted that just because fuel tanks are out of sight that they should be out of your mind. Think about them, respect them and be very careful how you fill them!

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AN EFFICIENT CUSTOM BOAT SEAT

by Capt. Paul Osmon

Everyone who owns a boat realizes the importance of space and the need for its efficient utilization. Fishing from a 25 foot Mako has provided me with a craft capable of offshore fishing. However, like all who fish from comparatively small center console boats, I have found there is never enough storage space.

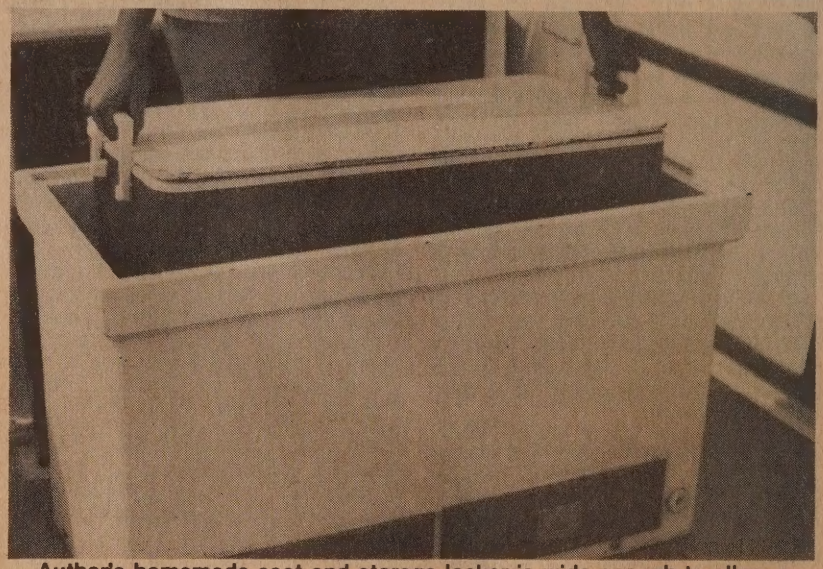
When purchased, the boat sported two very attractive white, pivoting pilot seats. Although the seats looked very handsome on the boat, I quickly became disenchanted with their utility. When standing to steer the boat, the seats did not provide a comfortable area to lean back against. While fishing, the seats could be swiveled towards the stern which at times provided some comfort. However, it seemed that more times than not, people just piled up their jackets, etc., on the seats rather than use them for their intended purpose. The pedestals supporting the seats restricted placing any kind of storage chest under the seats resulting in wasted space. Even worse, because the seat was off-center, sitting down and steering was very awkward. Clearly, I was not thrilled.

During winter, I visited the boat shows, and looked through every magazine I could find trying to find the optimum seat for my boat. The rocket launch type offered the advantage of additional rod holders and a place for a cooler underneath but provided no place to sit. I did locate a couple of chest seats, some of which had to be custom made, but these were inordinately expensive and did not offer certain design elements which I desired.

I finally came to realize that I could make the seat I wanted myself. The design and construction of this seat is fairly simple and can be accomplished by anyone with some basic knowledge and skills in woodworking. The following paragraphs outline the general steps in the construction of the seat. If anyone would like more specific information, I would be happy to help them with the project. Just send your questions to: Capt. Paul Osmon, 642 Pearse Rd., Swansea, MA 02777 or call (617) 672-7177.

First, remove the existing seats from your boat. Carefully determine the location and size of the chest seat you will need. Be sure to leave enough space between the console and the chest for standing comfortably and for getting into the console; most consoles have an access door in this area. The size of the chest is made large enough to accept a cooler. Be certain to measure all dimensions: height, width and length.

The chest is constructed from 3/4 inch plywood. All corners are made with tongue and groove joints which are glued with a good quality wood glue. The bottom, also made from 3/4 inch plywood, is let into a 3/4 inch rabbit cut around all inside surfaces. The height of this rabbit is determined by the depth needed for your cooler. A caution: if your cooler has handles, be sure to allow enough length to be able to life the handles up



Author's homemade seat and storage locker is wide enough to allow a cooler to fit inside it.

Tackle drawers were constructed in the rear. They will not slip open while underway.

while the cooler is inside the chest.

A top apron is made using 3/4 inch pine. The apron extends 5/8 inches above the plywood sides thus creating a rim on which the cover, made from 3/4 inch teak plywood, rests. By allowing the cover to be slightly above the chest surface you will not get pinched on your own seat!

The surface of the chest facing the stern is cut to accept two tackle drawers. The size of the drawers is determined by the location of the chest bottom and the distance to the floor of the boat minus the thickness of the mounting board.

The chest is then well sanded and fiberglassed. I laid up two layers of glass, sanding lightly between coats and finished with a coat of plain epoxy resin. It is important to your final finish to get all outside surfaces as smooth as possible. At this point, I made arrangements with a local boat builder to spray on the finish gel-coating. This was done at a reasonable cost and I would suggest having the finish gel-coat done professionally if you can since it gives you an unparalleled finish.

The top and drawers were all constructed of teak. The drawers get a lot of use and therefore, all corners were dovetailed joints. This could be done differently, but if dovetailing is within your ability, I would suggest it.

To attach the chest to the boat, I glued up a piece of 3/4 inch pine which just fit the inside dimension of the chest bottom. This board was coated on all sides with epoxy resin. To attach the board to the deck, locate the existing hole made from the pilot seats. Making a paper template for the existing holes is essential for this operation. Screw the board down snugly to the deck. Before attaching the chest drill a hole in the inside bottom and out the front. Using hull fittings and plastic tubing create a drain for the chest. The chest now is fitted over the board and screwed through the chest into the edges of the board.

As a finishing touch, cut 1/4 grooves on the sides of drawers just behind the drawer fronts. On the inside of the drawer opening attach a 1/4 inch lip board. This allows the drawer to "lock" in place and will not allow it to slide out when the boat is under way. To open the drawer, just lift up and pull out.

This is a great spring project which will be fully appreciated when the season begins. When fishing from the stern area, tackle is within reach and as the fish are caught they can be quickly placed in the cooler. When the cooler is full, it can be removed and placed out of the way in the front of the boat and additional fish can now be deposited into the chest itself. Best of all, when you're beat at the end of a long day, you can comfortably sit directly behind the steering wheel with enough room for a person on each side. The effort pays off with a better seat, a convenient fish box and handy tackle storage space, too.

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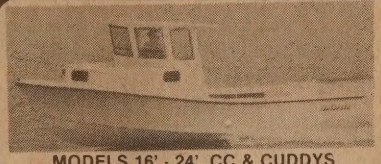

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SNOWBIRD CATCHES

BY FRED GUARDINEER

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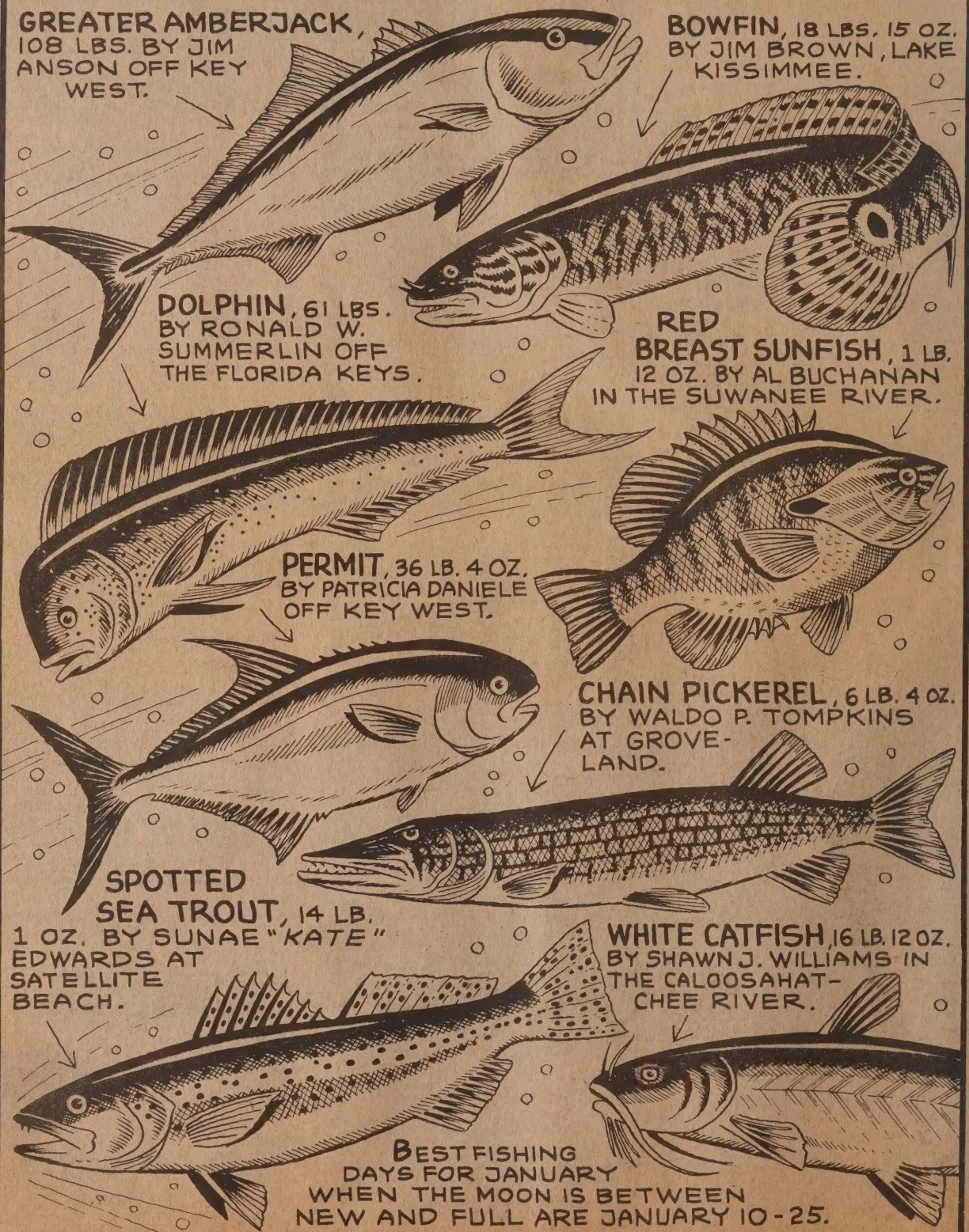
GREATER AMBERJACK, 108 LBS. BY JIM ANSON OFF KEY WEST.
BOWFIN, 18 LBS. 15 OZ. BY JIM BROWN, LAKE KISSIMMEE.
DOLPHIN, 61 LBS. BY RONALD W. SUMMERLIN OFF THE FLORIDA KEYS.
RED BREAST SUNFISH, 1 LB. 12 OZ. BY AL BUCHANAN IN THE SUWANEE RIVER.
PERMIT, 36 LB. 4 OZ. BY PATRICIA DANIELE OFF KEY WEST.
CHAIN PICKEREL, 6 LB. 4 OZ. BY WALDO P. TOMPKINS AT GROVELAND.
SPOTTED SEA TROUT, 14 LB. 1 OZ. BY SUNAE "KATE" EDWARDS AT SATELLITE BEACH.
WHITE CATFISH, 16 LB. 12 OZ. BY SHAWN J. WILLIAMS IN THE CALOOSAHATCHEE RIVER.

BEST FISHING DAYS FOR JANUARY WHEN THE MOON IS BETWEEN NEW AND FULL ARE JANUARY 10-25.

MAKING "SCENTS" OF THE FISHING GAME

by Herb Buch

"I'm in again." It was getting monotonous. He had four weaks on the rocks, and I hadn't even had a touch. It was a calm summer evening, back a few years ago, when school weaks were common, and it was possible to fish almost any evening with the expectation of some action. Both of us were using soft plastic, imitation worms on lead heads, in the same popular red color. When he offered to switch lures with me, I was pleasantly surprised. He was just as anxious as I was to learn what could make such a big difference in our "luck." As soon as we returned to action, the situation was reversed. I caught, he watched. After a few fish, he took out a duplicate of the lure that he had lent me, and we finished the evening neck and neck.

It is not unusual for one angler to outfish another because of using a special lure, bait, or retrieve. Even small differences can make a big difference. In this case the only variable seemed to be the plastic itself. Since we knew the brands that we were using, it was no trouble to get the manufacturers' catalogs and research an answer. The successful version of the worm was described as flavored, and it had a distinctive scent. This rang a bell in my head. After reviewing some of my memories, I will tell you how to use scent to improve your fishing.

Back when I was a youngster, eagerly devouring printed material that had anything to do with fishing, many of the writers recommended the scenting of baits and lures. Fishermen who tried fly fishing for mackerel were advised to first dip the fly into the oil from a can of sardines. Other recommendations included similar treatment of baits with bunker oil or cod liver oil.

Some years later, probably in the late 40s, a rod and reel commercial in the Cape Cod area was making a reputation by catching large numbers of big stripers in the surf. He went public with his secret weapon, which was a home-brewed scent that he used on his plugs. It was called "Arnold's Stink" after its originator, Arnold Laine. It did a great job for some years. Then fishing tactics changed from the use of plugs cast from the beach, to live lining bunker and mackerel from boats. The use of scent was no longer as important in the pursuit of cow stripers.

Another innovative angler devised the trick of impaling a cod liver oil filled capsule on the bend of a hook before adding bait. Oil would ooze out into the water to form a slick. It did not seem to make a big difference with bait, but it definitely interfered with distance when used with casting lures.

When plastic imitations of live bait

(Continued on next page.)

Assorted scents currently being used for luring gamefish.

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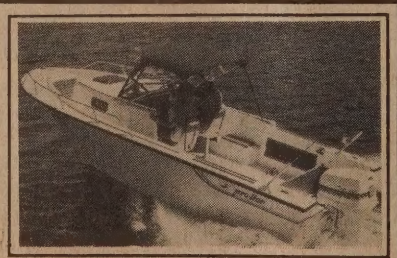
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became popular, the Mann organization flavored all of their worms and grubs. Even now their trade name "Jelly Worm" is the standard of quality that we think of when weakfishing. Roughly during that same period of time, a New Jersey firm, "Perfex" was offering its old standby "Bunkeroil," plus a line of bait extracts called Essences. Other companies were pushing flavored or scented worm oils to use on plastic baits.

As it has happened in the past, a spurt of interest in the freshwater arena mushroomed into a nationwide enthusiasm for scents. There are many scents that are being sold for use on individual species, or groups of freshwater gamesters. The "Fish Formulas" and "Dr. Juice" lines seem to be leading the field, but many other products are around such as "Fish Magnet" and "Gator Bait." Gator Bait was developed to attract saltwater fish, and other companies are adding saltwater versions to their lines.

It always seemed obvious to me that anything which smelled like food should be attractive to fish. Unfortunately, nothing in life is that simple. For example, have you ever watched spearing and snappers in their natural environment? I used to sit on a long low dock over clear bay water and watch the snappers swim casually among the spearing, and neither one seemed to notice the other. Not too often, but occasionally, a snapper would dart at a particular spearing and grab it. The other spearing would flush wildly, but in a few minutes, all was quiet again, as if they were all good friends, not predator and prey. One explanation that some evidence seems to corroborate is that a sick, weak or injured baitfish exudes an odor which snappers can recognize. This is one of the concepts underlying the current crop of scents.

Another foundation for the burgeoning sales of what are not inexpensive fishing accessories, is the experimental evidence that human perspiration contains a substance which is extremely distasteful to many fish. This substance is called L-Serine, and it is an amino acid, one of the building blocks of protein, the stuff that living flesh is made of. It seems that many other compounds, even other amino acids, can mask, or disguise this distasteful substance. When we handle lures or baits, we can contaminate them with this natural repellent. If fish are feeding avidly, it may not make any difference, but fish do not feed all the time and we want our lures to turn them on.

Now we have a good beginning for the reason that scents seem to work. They can mask repellent odors, make a lure smell not only like real bait, but like a real bait in trouble that should be easy to catch.

The simplest and long established saltwater approach to difficult fish has been to sweeten the lure with a piece

of bait where that was possible. You might ask "why not just fish bait?" However, there are times when fish will not take undoctored lures, or bait resting dead in the water. Let me cite one example.

It happened on a crowded jetty at an ocean inlet during the last summer. Most of the people were baitfishing for fluke or other bottom fish. A few were casting for blues and one or two had been taken. I put on a bucktail and had a blue on the first cast. Then nothing at all. A popper produced nothing. A swimmer got a fish on the first cast, then it was like fishing in a bathtub. I had seen this happen at other places. The water can be loaded with fish, but clear, calm water seems to help the fish identify your lure as a threat as soon as one is caught. I traded my fish for some squid and put a strip on a bucktail. From then on there was action. A piece of squid dead in the water was ignored.

I don't want to carry bait around all the time. Neither do I elect to carry a squirt bottle of scent when working the beach. However, there are ways to use scents that can improve your success ratio under many conditions.

Bucktails are a favorite lure and pork rind often improves their fish catching ability. The pork itself is an animal product, which no doubt has its own scents to help fool the fish. That effect is improved by adding some scent to the bottle of pork. Some of them have dark colors which dull the brightness of the strips which I prefer for day use. If you only use them at night, it does not matter. For day use, I like the Perfex shrimp essence which is colorless but nonetheless adds to the attractiveness of a lure. Cut pieces of pork rind to suit your needs and carry them in some of the doctored liquid in small plastic jars, or Tupperware containers. Pork strips can be hung on the tail hooks of a plug as well as on the leadheads.

Plugs are my number one choice at night and this requires another approach. If there are openings into the tail of the plug, force in some cotton. If not, use thread to attach a small piece of felt to the tail treble or single hook. Before you leave the house for some fishing, saturate the cotton or felt with the scent of your choice. The odors seem to cling for awhile even in the water. The effect improves over time as you reapply the liquid for each trip. Felt can be obtained in fabric stores, or hardware stores (used for padding bases of lamps). The piece to use is about 1/4 inch wide by 1/2 to 1 inch long depending upon the size of the hook. Wrap one end of the felt to the shank of the hook just behind the eye, and cement the windings, not the felt, as you want it to be as absorbent as possible.

Gator Bait comes in rolled up strips, like pork rind, but does not have to be kept in liquid. Cut pieces with a sharp scissor to the size that you want. Hook them like pork rind. They do not have to be long because they do not have the flexible action of pork. What they do is release the attractive odors that stimulate fish to eat.

"Scent Wax" is a paste that is meant to be rubbed on to soft plastic lures. It is easy to carry as it comes in a small plastic jar.

The use of scents has improved my luck most noticeably when the water is calm and clean and particularly at night. It does not seem to have made any difference when the water is rough.

There are lots of new twists in the use of scent that will be available this year. Mann will be coating some of their worms with a new substance. They claim that fish not only attack this material, but swallow the plastic that it is on, even when it is not moved. Williams "Scent-Core Baits" have a plastic shrimp with real shrimp scent mixed into the plastic. Normal Tackle has a plug coated with scented finish. Bass Buster has soft plastic worms and minnows with real fish and other natural ingredients in the plastic. It will be exciting to see how all of these innovations work out.

Don't expect magic from scents. They have produced fish when untreated lures have failed, but they are no guarantee to success. They have been worthwhile for me, and they should help you improve your scores over the course of a season.

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IMPROVED ROD BUILDING BENCH

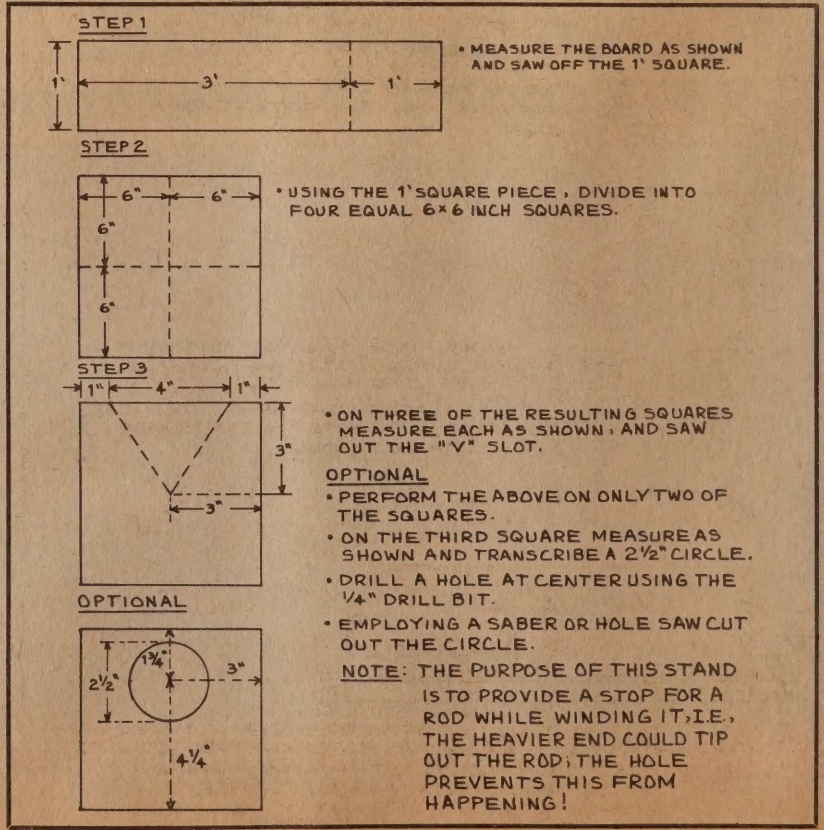
by John Konior

If you are a do-it-yourselfer like me you will have a number of rods around that, by the end of several seasons, appear pretty beat up and/or you like to build your own rods. To facilitate the process you will need a rod bench. Before you proceed to buy one, take a few minutes to examine the following plans for building one yourself. The cost is very nominal and you will only require a few tools.

Tools Required:
- Manual or power drill, with 1/8" and 1/4" drill bits
- Screwdriver
- Wood and hack saws; saber saw optional
- Ruler or tape measure and a pencil

Materials Required:
- One 4' x 1' x 3/4" pine or plywood board
- One 8" x 1/4" threaded steel rod
- Two 1/4" wing nuts
- Four 1" outside 1/4" inside diameter washers
- One 1½" x 3/8" tension spring
- 3' length of hanging door channel (cut to size)
- Ten 1/2" brass wood screws; six 1½" brass wood screws
- Two screw eyes, 1/2" diameter
- Two 1½" brad nails; six 1¼" brad nails
- Tube super glue; small bottle wood glue (both optional)
- Roll of 3/4" glue backed felt, or small sheet which can be cut to size
- Six 3/4" diameter rubber trivet feet
- Optionally a sheet of fine sandpaper, a can of paint or varnish and a small paint brush

The rod bench should not take you a long time to build. With the exception of painting/drying, the average construction time is about 2 to 3 hours. The finished bench provides you with the ability to mount 2 spools of wrapping thread; and the thread slide really gives you considerable flexibility in moving the thread to where the windings are to go, instead of moving the rod to a fixed location. Enjoy using it when you're done.


STEP 1
1'
3'
1'
• MEASURE THE BOARD AS SHOWN AND SAW OFF THE 1" SQUARE.
STEP 2
6"
6"
6"
6"
• USING THE 1" SQUARE PIECE, DIVIDE INTO FOUR EQUAL 6x6 INCH SQUARES.
STEP 3
1"
4"
1"
3"
3"
• ON THREE OF THE RESULTING SQUARES MEASURE EACH AS SHOWN, AND SAW OUT THE "V" SLOT.
OPTIONAL
• PERFORM THE ABOVE ON ONLY TWO OF THE SQUARES.
• ON THE THIRD SQUARE MEASURE AS SHOWN AND TRANSCRIBE A 2½" CIRCLE.
• DRILL A HOLE AT CENTER USING THE 1/4" DRILL BIT.
• EMPLOYING A SABER OR HOLE SAW CUT OUT THE CIRCLE.
OPTIONAL
1¼"
3"
2½"
4¼"
NOTE: THE PURPOSE OF THIS STAND IS TO PROVIDE A STOP FOR A ROD WHILE WINDING IT, I.E., THE HEAVIER END COULD TIP OUT THE ROD; THE HOLE PREVENTS THIS FROM HAPPENING!

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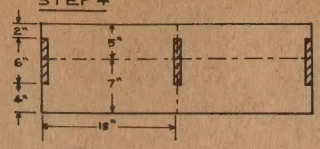
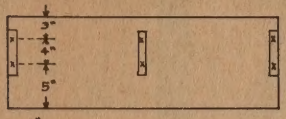
STEP 4

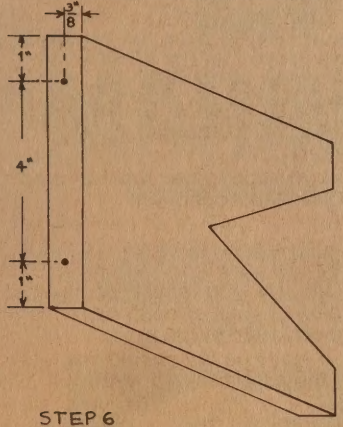


- MEASURE THE PLACEMENT OF THE STANDS, AND USING THE STANDS IN THE POSITIONS SHOWN TRACE THE STAND DIMENSIONS ON THE BOARD (THE END STANDS FLUSH TO THE ENDS OF THE BOARD; THE CENTER STAND IN THE MIDDLE OF THE BOARD).

STEP 5



- ON THE CENTER LINE OF EACH TRACED STAND MEASURE SCREW HOLES AS SHOWN.
- DRILL HOLES THROUGH BOARD USING 1/8" DRILL BIT.



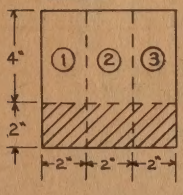
- MEASURE SCREW HOLES ON THE BOTTOM OF EACH STAND AS SHOWN, AND USING THE 1/8" DRILL BIT DRILL INTO STAND FOR A 1/2" DEPTH.

STEP 6

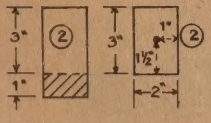
- TURN THE BOARD OVER. THEN MOUNT EACH STAND USING THE 1 1/2" BRASS WOOD SCREWS.
- NOW MOUNT THE SIX RUBBER TRIVET FEET USING 1/2" BRASS WOOD SCREWS.

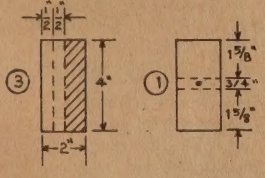
NOTE: THE PURPOSE OF THE FEET IS TO PROVIDE BALANCE AND TO PREVENT SCRATCHING SURFACES THE BOARD IS ON.

STEP 7



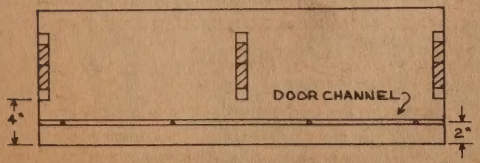
- USING THE FOURTH SQUARE MEASURE AS SHOWN AND CUT TO SIZE, DISCARDING THE CROSS-HATCHED MARKED PIECES.
- USING PIECE (2) MEASURE AS SHOWN AND CUT TO SIZE, DISCARDING THE CROSS-HATCHED MARKED PIECE.
- DRILL A 1/4" HOLE AS INDICATED THROUGH PIECE (2).





- USING PIECE (3) MEASURE AS SHOWN AND CUT TO SIZE, DISCARDING THE CROSS-HATCHED MARKED PIECE.
- USING PIECE (1) MEASURE AS SHOWN ONLY (DON'T CUT), AND IN THE CENTER DRILL A 1/4" HOLE THROUGH IT.

STEP 8



- MOUNT THE 3 FOOT SECTION OF DOOR CHANNEL AS SHOWN AND FASTEN TO THE BOARD USING 1/2" BRASS WOOD SCREWS.

NOTE: DOOR CHANNEL COMES WITH A SLIDE ASSEMBLY. THIS SLIDE IS TO BE ATTACHED TO PIECE (1) AS SHOWN IN STEP 7 (SEE STEP 9 ON NEXT PAGE)

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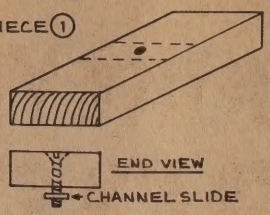
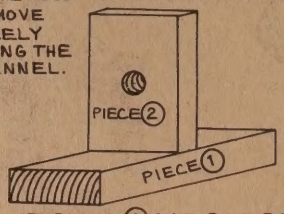
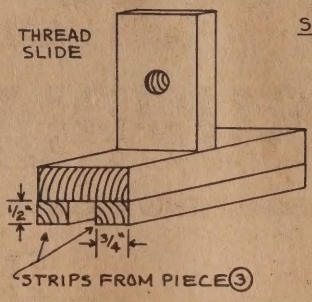
STEP 9



• MOUNT CHANNEL SLIDE TO PIECE ① MAKING SURE TO COUNTERSET SO THAT THE TOP OF BOLT IS FLUSH WITH THE SURFACE.

NOTE: THE BOLT PROVIDED WITH THE SLIDE WILL BE TOO SHORT. USE ONE THAT IS. ALSO, DON'T COMPLETELY TIGHTEN IT. LEAVE ABOUT 1/8" TO ALLOW THE SLIDE TO MOVE FREELY ALONG THE CHANNEL.





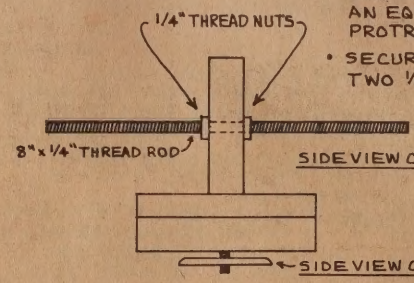
STEP 10

• NOW MOUNT PIECE ② ON TOP OF PIECE ① AS SHOWN USING TWO 1 1/2" BRADS (YOU MAY ALSO WANT TO GLUE IT).

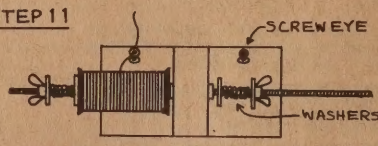
• TAKE THE TWO STRIPS CUT FROM PIECE ③ (STEP 7), AND NAIL TO THE BOTTOM OF PIECE ① USING 1 1/4" BRADS MAKING SURE TO ALIGN STRIPS FLUSH TO EDGE, AND ALSO ASSURING THAT THE 1/2" SIDE FACES DOWN.

• NOW SCREW THE 8" THREADED 1/4" ROD INTO THE HOLE ON PIECE ② WHICH WAS PREVIOUSLY DRILLED, ALLOWING AN EQUAL LENGTH OF ROD TO PROTRUDE FROM EACH SIDE.

• SECURE THE ROD BY USING THE TWO 1/4" THREAD NUTS.



STEP 11

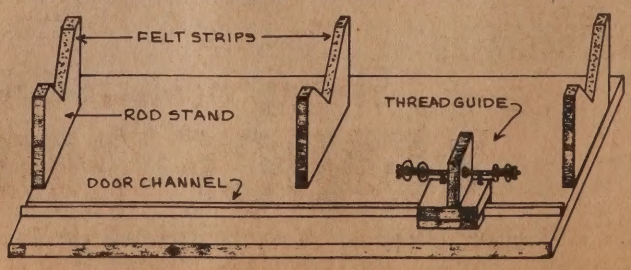


• TO COMPLETE THE THREAD SLIDE PERFORM THE FOLLOWING:
- INSERT ONE OF THE 1" WASHERS ON EACH SIDE OF THE ROD.
- CUT THE 1 1/2" SPRING IN HALF, MOUNTING ONE SECTION ON EACH SIDE OF THE ROD, THEN PLACE THE SECOND 1" WASHER IN FRONT OF IT ON THE ROD.
- BEFORE FASTENING THE WING NUTS, SCORE THE THREADS OF THE ROD APPROXIMATELY ONE INCH FROM EACH END. THIS WILL PREVENT THE WING NUTS FROM EITHER LOOSENING OR TIGHTENING WHILE THE SPOOL OF THREAD TURNS WHILE WINDING THREAD ON A FISHING ROD.
- NOW SCREW THE TWO SCREW EYES, ONE ON EACH SIDE, IN THE TOP OF THE THREAD SLIDE PLATFORM AS SHOWN.

• NOW MOUNT THE THREAD GUIDE INTO THE DOOR CHANNEL, WITH THE SCREW EYES SIDE FACING INTO THE BOARD.

STEP 12

• FOR A PROFESSIONAL APPEARANCE PAINT OR VARNISH.
• WHEN DRY, PLACE THE FELT STRIPS ONTO EACH "V" SLOT, WITH SUFFICIENT LENGTH TO COVER THE TOPS OF THE ROD STAND. SUPER GLUE THE TOPS TO PREVENT PEELING.



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SMALL BOAT STORAGE SYSTEM

by Eric Burnley

When you do most of your fishing from a boat that is less than 25 feet in length you may have a problem storing your equipment. While boats of this size have many wonderful advantages, an abundance of storage space is not one of their high points.

In recent years boat manufacturers have strived to build more fish boxes, live wells, tackle drawers, rod holders and dry lockers into their products. There is, however, only so much space on any given boat and therefore, only so much built in storage space available.

Over the years I have owned two 14 foot tin boats: one 21 foot center console and my present 20 foot Bertram Moppie. The tin boats have absolutely no built-in storage and the larger boats had very little. Subsequently, I have come up with alternative methods for stowing my gear and I have also observed the methods used by other anglers to solve similar problems.

My primary goals in storing equipment are safety and convenience. You must keep equipment off the deck and out of harm's way. On the other hand, you don't want it so secure you can't get to it easily.

One item of equipment that should never be stored away are your life preservers. I have visited too many boats where the PFDs were stuffed into a cute little bag with LIFE PRESERVERS written on it and then the bag is stowed in some inaccessible dry locker. My PFDs are out on the seats within easy grasp of anyone aboard. I know I should wear them all the time but since I won't do that, this is the best alternative.

Dry storage is always a problem on any small boat. You don't want salt-water on your tackle, rain gear, charts or anything else that will rot or rust.

I used a cooler to store equipment on my tin boats. I found an 86 quart Igloo or Coleman would hold everything I needed and I could strap it down between the two forward seats.

Both the 21 foot Starcraft and 20 foot Bertram have space for dry storage forward. These areas require a little work to get into, but I can keep my charts, dry rags, insect repellent, spray oil and all the other items I take on every trip safely stored and out of the way. I don't let this stuff rattle around up there. I keep it in a plastic milk carton or large Tupperware containers. Tupperware, Rubbermaid or any of the other sealable containers are great for storing items you want to keep dry. They are also great for keeping bait, but that's another article.

Storing tackle can be a big problem. I fish in a variety of locations for a variety of fish and I have a large amount of tackle. It is absolutely impossible to keep all of it on the boat, so I must find a way to keep it portable and storable.

My solution to this problem has been a large variety of tackle boxes. I set them up for each type of fishing and take along the box or boxes that are appropriate for that day's activities.

I have a Plano 767 that is stocked with bucktails, small plugs, jigs, rubber worms, hooks, sinkers and other such tackle that I use for weakfish, flounder, croaker or most any inshore fish. This box also goes along on offshore trips because you never know when you might need a small lure or hook for dolphin or skipjacks.

I have a Plano Magnum that is stocked with bluefish trolling lures. Everything from big plugs to tubes is in there, as well as a dozen or so leaders made up and ready for action.

Offshore fishing is the one area where I spend the least amount of time, but carry the greatest amount of tackle. I have a Plano Magnum stuffed with big trolling lures, a Plano Utulity loaded with smaller lures, a Plano 3215 stocked with hooks, swivels, sinkers and snaps, plus an old plastic roller skate case filled with rigged lures on those round reels. I chose the flat tackle boxes because

Chris Duffy selects some tackle from a Plano 767. This box folds flat for easy storage under the boat seat. The cooler he is sitting on is the fish box and the rod is stored in a vertical holder.

they fit under the boat seats and stack up beautifully in the overhead cupboard in my camper.

I have tried to figure a way to store my offshore rods and reels inside the boat, but wind up with them in the gunnel rod holders. I know they get a lot of spray there, but I keep them well oiled and this hasn't caused a problem.

My experience with rod holders inside the boat has not been pleasant. The rods seem to jump out at the worst times such as when you're fighting a head sea. They land on the deck where they become a safety hazard as well as damaged.

Some small boats, like the Grady White Offshore center console have rod storage lockers. These are secure and out of the way. If you have a big cuddy cabin you can rig holders up in there that will do the job.

Keeping your catch fresh and out of the way is always a challenge. I use a variety of coolers depending on the size of the fish we are going after. If the target is big blues I use the 86 quart Igloo. Small flounder, weakfish or croaker are put in a 48 quart cooler. I keep my lunch and cold drinks in a Coleman Oscar. The bigger coolers fit safely between the engine box and the side of the boat. The smaller coolers go in front of the seats. I like coolers better than built-in fish boxes because they clean out easier. No matter how hard you work there are always some remnants of the catch left in most of the built-in fish boxes I have seen.

I am sure that some of you can build permanent storage into your boat. Others can afford to have a boat yard build it for them. I prefer portable storage because I don't want to leave anything of value on the boat. Every rod, reel, tackle box and cooler comes off and is taken home. It takes a little time, but I think it pays. Your boat is not secure at the dock and unless your trailer is locked up in a garage, the boat isn't safe on it either.

In spite of all my tackle boxes and coolers, the only thing you can see when we leave the dock are the bigger coolers in the stern. The tackle boxes are under the seats, the dry storage gear is forward in the little cuddy and my lunch cooler is under the dashboard. You can walk the deck without tripping on tackle and I can get anything I want out of storage very quickly. At the end of the day it all comes off and goes back under lock and key.

You must tailor your own storage system to fit your own boat. Those flat tackle boxes will fit almost anywhere and coolers come in enough sizes to accommodate any boat. Don't try to use one tackle box for everything, but instead use a system of boxes and other containers to hold tackle for various types of fishing.

I am sure the newer boats will have better storage facilities, but for those of us with older craft, we will still have to develop our own storage system.

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SUPER GROUPER

by Len Belcaro

A unique approach to "sinker bouncing" enables Florida Keys anglers to tangle with some outsize grouper.

In December, 1984 we arrived on Summerland Key to spend the winter in beautiful sunny Florida. Our plans included fishing, fishing, and more fishing. We came south on our 32 foot Sportfisherman "Midnight Express" from New Jersey and prepared to put her to good use over the winter months. Not being familiar with the different species of game fish on the Keys, I spent considerable time talking to local fishermen and tackle shop owners. My instant education boiled down to reef fishing with cut mullet and chum.

Not saying that we have been spoiled by the 100 to 200 pound tuna we consistently catch at the Hudson Canyon, but I could not be thrilled with a mixed bag of grunts, snappers and porgies weighing less than a pound each. We fished Big Pine Shoals, American Shoals and Maryland Shoals. At that point in time our biggest grouper tipped the scales at a whopping four pounds. There had to be a better way!

We decided to shelve the bottom fishing on the reef for awhile and head the Express due south into deep water and big fish. With dreams of huge wahoo and dolphin and maybe a blue marlin, we dropped our plastics at the 100 fathom curve and dragged them halfway to Havana. The water was a beautiful blue that gave the impression you could see into it forever. The sea temperature ranged between 76 to 79 degrees and the conditions were perfect. Weed lines were everywhere with an occasional piece of debris floating by. It was fisherman's paradise.

By early afternoon we had the cleanest lures on the Keys and a skunk still in the box. A quick change to natural baits didn't help the situation any. When the end of the day came our fish box was still empty.

During our travels that day we observed three or four boats not making way at the 100 fathom curve. At first I thought they may have been hooked up to big fish, but after troll-

Belcaro with a pair of huge grouper caught with deep water technique.

ing by, I realized they were deep water bottom fishing with hydraulic reels: probably for tilefish. Back to the locals, tackle shops and the proverbial drawing board.

After a little research we realized that Gulf Stream fishing opens up the latter part of March and the early part of April. February was definitely a poor month for blue water trolling.

As a last resort prior to parking the Express and taking up golf for a few months, I picked the brains of a local charter boat captain. Captain Jim Sharpe, of the charter boat "Sea Boots" out of Summerland Key, was extremely helpful. he told us that the boats we saw bottom fishing in deep water were after large snowy grouper. Big grouper!! This kindled up the "ole fire." Not being golf fans, we decided to give this deep water fishing a try.

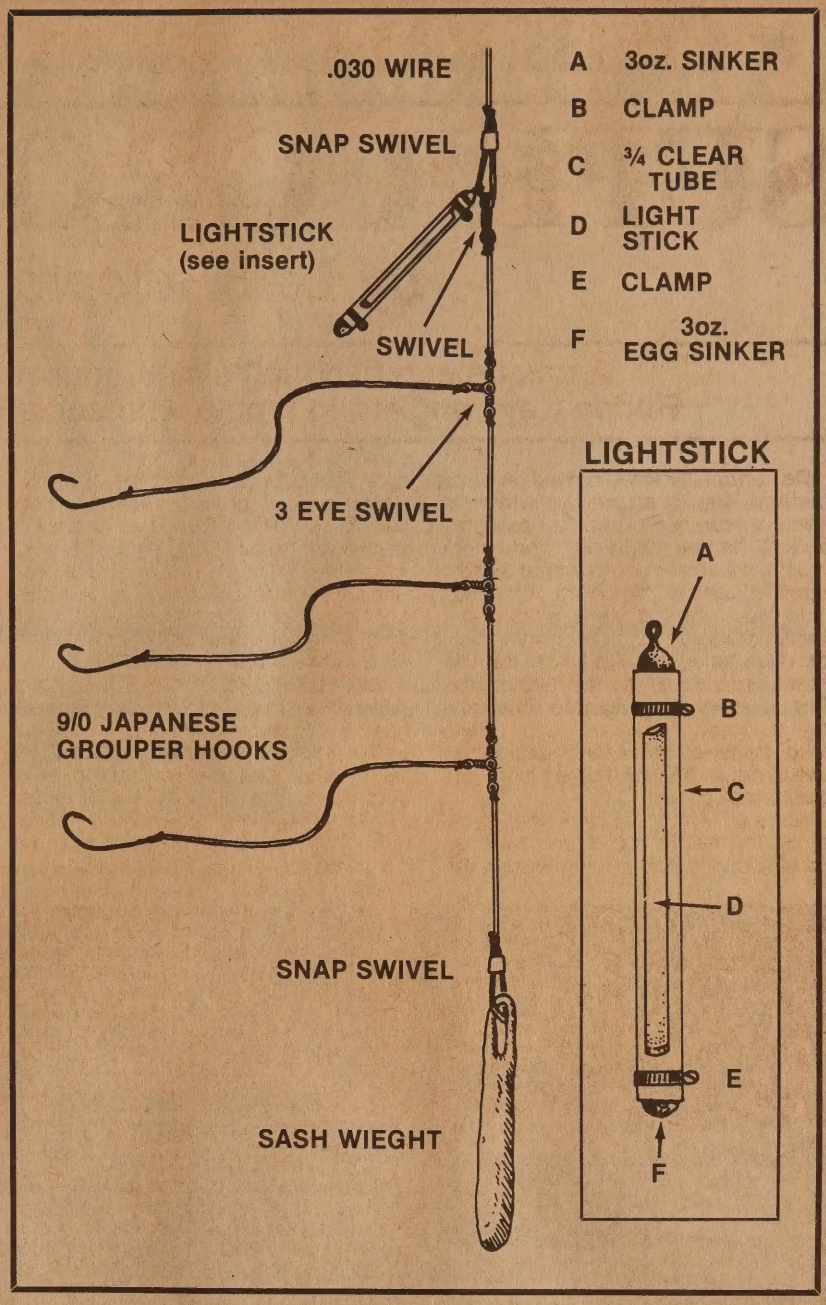
Checking with the local commercial fishery we found someone interested in selling an electric reel hooked up to a 6/0 with 1300 feet of .030 stainless wire. A four hook rig using 9/0 Japanese grouper hooks on 300 lb. mono was put together. A swivel was placed at the top and a large snap swivel at the base. This bottom snap swivel is used to attach the heavy weights needed to get to the bottom. We attached a green light stick to the leader. We discovered that at great depths the pressure caused the light stick to rupture. To avoid this, we set the light stick into an 8 inch piece of clear plastic tubing. We then inserted a 3 ounce egg sinker with the holes pounded closed into one end. On the other end, we inserted another 3 ounce sinker. This sinker was of the standard type which had an eye. We attached our snap swivel coming off the wire to this eye. Using automotive clamps we then sealed the unit. The light stick still ruptured but the green glowing solution remained inside the clear tubing. We experimented with and without the light sticks and found as soon as we removed them from the line, the action stopped. When they were replaced, the fish were back on the baits.

With 10 pounds of squid aboard the following morning, we set out for the 100 fathom curve 10 miles off the reef. In 620 feet of water we dropped our rig attached to 5 lbs. of sashweight straight to Davy Jones Locker. I was amazed that at such depths using the wire line you could feel the weight dragging across the bottom. The 5 lb. sashweight was holding bottom well. There was nothing left to do but hope a big grouper felt like a squid breakfast.

We didn't have to wait long. Less than five minutes passed and I felt a tap on the pole; when I felt a hefty tug on the line, I set the hook and hit the button on the reel at the same time. For about a minute, I was toe to toe with a fish that fought like a demon. It was obvious he didn't want to be hauled up and did everything in his power to avoid it. I managed to get it off the bottom and began to pump up and reel down till he was to the boat. The fish stopped fighting some 100 feet below the surface. The decrease of water pressure caused by the rapid ascent forced the fish's internal air to expand, causing death. When he bobbed to the surface he was promptly gaffed and brought aboard. It was a beautiful 37 pound snowy grouper. It definitely would have been a once in a season fish on the reef. We caught three more grouper that afternoon in the 20 to 30 pound class. As an extra bonus we had taken some 60 pounds of tilefish and a few rosy rockfish.

Figuring the first time out was beginner's luck, we tried it again the following day. This time using our Loran, we picked a spot on the chart that showed a rocky bottom and changes in ground contour. The depth had to be over 600 feet. We pinpointed a position that met our requirements and dropped our lines down. Immediately upon hooking up with a fish, the coordinates were marked down. When the fish was boated, we returned to those coordinates and again dropped down our lines. At the end of the day we had some 100 pounds of grouper aboard plus numerous tilefish.

Since then the open water fishing for dolphin, wahoo and blue marlin is in full swing. Now you usually can find the Express at the "Wall" some 18 miles off the reef trolling for these fighters. But once every few weeks a check in our freezer reveals it's time to replenish our grouper and tilefish supply. One trip out deep water bottom fishing usually fills the freezer with enough to give away to the neighbors.



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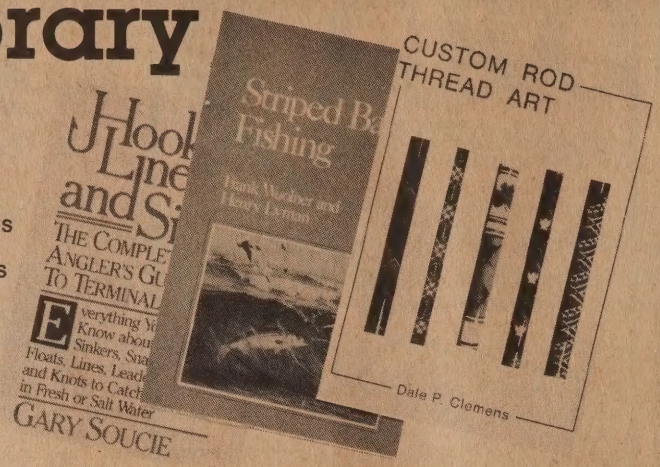

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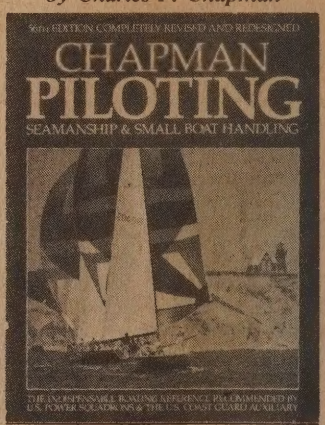
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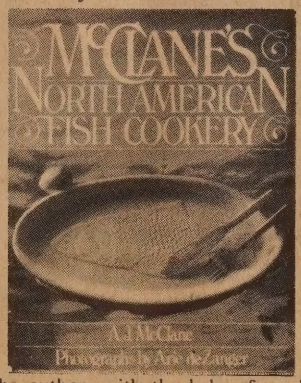

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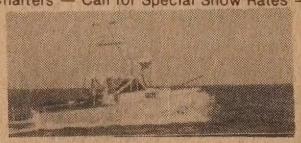

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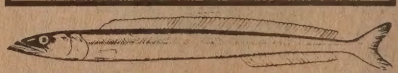

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South Shore REPORT
with Fred Golofaro

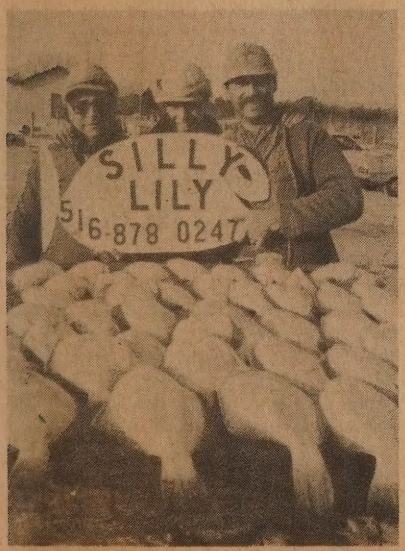
Plenty of cold wind combined with the holidays to keep fishing activity down to a minimum. With many tackle shops closed up for the season and ditto for open and charter boats, most anglers were left to fend for themselves. Some did opt for some cod action out of Captree where results have been mixed. Weather has been a big factor in this fishery.

MORICHES BAY & INLET

Larry Dallaire of **L & M Marineland** said that poor weather and the holidays resulted in no one getting out in recent weeks. He added that the bay is free of ice and anyone suffering from cabin fever who wants to give the floundering a shot can still do so. He will continue to have boats available through the winter. Just give him a call at 516-878-4777.

GREAT SOUTH BAY/ FIRE ISLAND INLET

Joe Modica was standing guard at **J & J Tackle** in **Patchogue** when we



Matt, Charlie and John Viol with a fine catch of November flatties taken during a trip out of Silly Lily Fishing Station in East Moriches.

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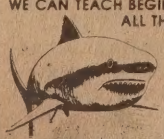

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Tom Mason and the 7¾ lb. pool winning fluke he decked in September aboard the Montauk based open boat, "Captain Willie."

called. He reported no word of any salt water action but did note that locals have been picking away at some white perch in the tidal creeks on worms. He also weighed a 2 pound brown trout taken on a nightcrawler at Bubbles Falls early last week. Plenty of small trout on this piece of the Connetquot but some nice fish mixed in as well.

Word of some nice trout up to 2 and 3 pounds taken in Bubbles and Rattlesnake Creek came from Al Colban at **J & R Sports Center** in **Oakdale**. Many of the fish are being taken on nightcrawler and Mepps spinner combos. White perch are in the Connetquot with some good sized fish being taken on worms, killies or shrimp. The only saltwater news concerned some local clammers reporting quite a few flounder being taken in their tongs. No one has been rod and reelin' however.

Over at **Captree** it has been a constant battle with the weather according

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to Capt. Charlie Kennedy of the **Capt. Joseph II**. He added that there are fish around but some days just are not condusive to good fishing. He has had some good days however. A week ago Sunday (12/29) 18 fares put away between 60 and 70 cod, this past Saturday (1/4) saw 16 fares account for 30 cod up to 25 pounds. Most have been between 12 and 20. Virginia Kilgore was high hook Saturday with 7 fish.

Capt. Gordon Roman of the **Captree Queen II** said that no one sailed on Sunday while Saturday saw 17 fares take 27 cod topped off by a 35 pound pool winner. Most fish ranged from 12 to 18 pounds. Gordon added that the fish are still on the wrecks but a scattering of fish have been reported from open bottom. He added that his winter sailing schedule will be Friday, Saturday, Sunday and holidays only.

Capt. George Tweedy of the **Capt. Scotty 3** reported mixed results with some poor days and some good days on the cod. Better days see 50 to 60 fish taken. He has picked a few on open bottom but it is still basically wreck fishing. Most fish range between 10 and 20 pounds and the weather has been a factor with lots of wind making for some tough conditions.

Speaking from **Augie's Tackle Shop** in **Babylon**, Tom Healy had the sole flounder report to come our way. He reported looking over a catch of 36 flatties taken in Massapequa Cove by one shop regular. This was New Year's Day. Other action revolved around the freshwater scene with a father and son team reporting that they caught and released 36 trout at Bubbles Falls on New Year's Day. Taken on dough balls, the fish ranged from 4 inch fingerlings up to 14 inches. White perch are now in all the creeks and although there is no big concentration of fish, there are some

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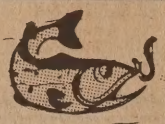

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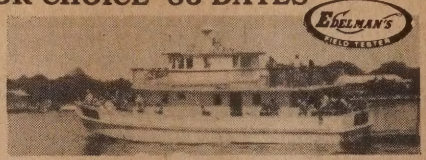

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very nice size perch being taken. Small leadhead jigs fitted with Mr. Twister tails or Sassy Shad bodies as well as live killies, shrimp or nightcrawlers have all produced fish. Tom named Tuthills Creek, Browns River and Connetquot River to the east and Bergen Point—Times Square Store locally as places that have been producing perch of late.

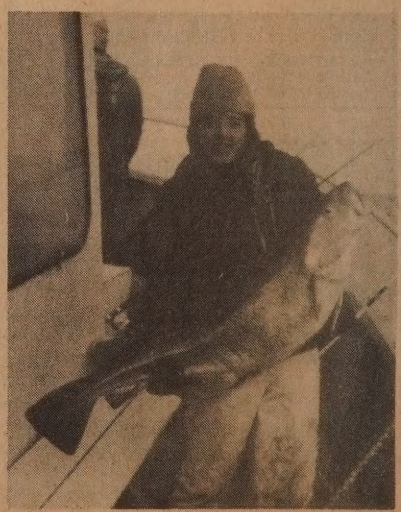
West End REPORT

with Stu Miller

As this is our first issue of '86 after a two week "vacation," we have a little bit of catching up to do. To sum it up, for those wishing to pound flounder into the winter months, catches have been made and are continuing to be made presently from the Jones Beach piers on regular or yellow dyed clams. The codfishing reports out of Freeport, tell of fair to decent cod catches depending on the day and conditions with pools into the 30s. The Sheepshead Bay fleet is working huge schools of mackerel and whiting when you can get through the mackerel and they are also continuing to do a job on blackfish to 6 lbs.

WEST END BAYS/ JONE'S INLET

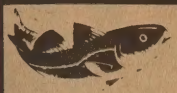
We hear from Gary at **Garan's Tackle** in Merrick just west of the



Brian Hofgreen decked this 40 lb. cod during a trip aboard the Point Lookout open boat, "Capt. Al." It was one of seven cod taken by the young Baldwin angler.

CAPTREE

CAPTREE BOAT BASIN



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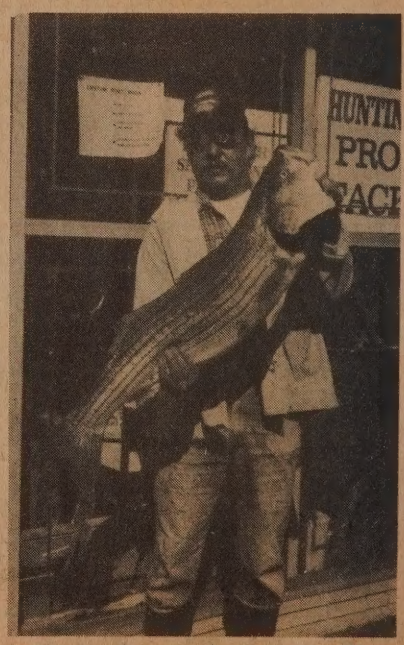
Meadowbrook Parkway that he has been selling a load of clam bait to customers who have been trekking down to the Jones Beach piers in search of the tasty winter flounder. Customers have been coming back and telling Gary that catches have been quite decent on big flatties off the piers on just about all stages of the tide.

We hear from Capt. Richie Kessinger of the **Starstream II** he's been working wrecks, rocks and mussel bottom and they've been having fair to good codfishing just about everyday they get out. Richie talked of days with 20 fish, 30 fish, 50 fish, etc., with most cod averaging 10 to 15 lbs. with pool fish in the 30s. A few doggies are around as are a few big blackfish and a few pollock on the 15 lb. class. Over these last three weeks, fares have had a few cod in the 40s, with 45 being the biggest for this period.

We learn from skipper Jim Lanzaretta of the **Super Spray II** that over this three week period catches have been good with some days better than others. On three days of this three week period, Jimmy spoke of catches of 100 plus cod per trip. Fish averaged 10 to 15 lbs. he said with pool fish in the 35 to 40 lb. range. This Saturday was a good trip with a 40 lber. taking the pool.

Over in Point Lookout, skipper Al Lindroth of the **Capt. Al** spoke of a couple of exceptional days prior to Christmas with fares taking 150 plus and 250 plus cod. Last Monday results were very good also said Al with over 100 cod taken. Saturday's catch was good as was Friday, with the largest fish hitting 43 lbs. on the scale. Joe Golden of Massapequa had 18 and Bob Klettner bagged 12 cod to 42 lbs. while regular Kenny had 15 cod.



Walter Stuven checked this 26 lb. striper at Huntington Prop and Tackle back in October.

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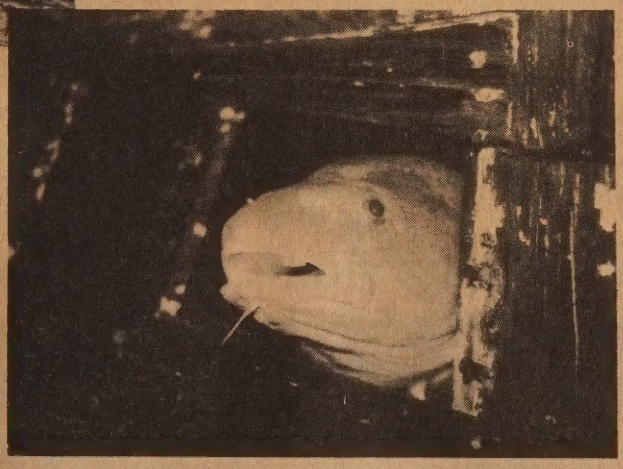

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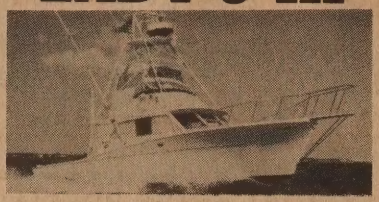

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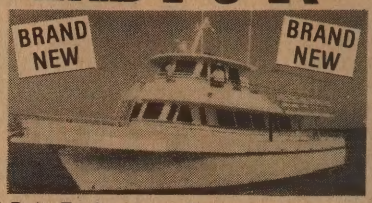

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To the west in Sheepshead Bay, the Wee Willie report from **Mike's Tackle** across from the fleet told of slaughter fishing on 1½ to 2 lb. mackerel and underneath them if your bait could make it that far, hordes of whiting to 1 lb. This has all been at Ambrose Tower, however, said Wee Willie, there have been practically no people showing up and the boats are sailing very light. Slugger blackfish are still making a good showing at 17 Fathoms, fish to 6 lbs. on green crab. Accidental cod are being taken at 17 Fathoms also, fish 8 to 10 lbs. Willie said rigs with red tubes have been doing dynamite. He asked us to mention once again that the store is now carrying general sporting goods in addition to tackle.

FLOTILLA 11-5 BOATING SKILLS AND SAFETY COURSE

Flotilla 11-5 of the U.S. Coast Guard Auxiliary has announced it will once again render their famous Boating Skills and Safety Course. This is the longest and most practical 19 lesson course as given by the Auxiliary. The course is geared to prepare the student for the new Auxiliary Coastal Piloting course, which is a course in advanced coastal navigation.

This course is for the novice boat person. Eleven lecture type lessons take the student from boat handling through radio telephone communication. The last 5 lessons are devoted to the table top physical aspect of the actual course plotting on nautical charts. Upon completion of the course, the student will be well versed in the art of safe boat handling. The course starts on February 4th at the Diamond Point Y.C., located at 1350 Paderegat Ave., in the Canarsie section of Brooklyn. Lessons will be held every Tuesday night from 8 to 10PM. The course is free. To those students wishing to be supplied with

course materials, a slight fee will be charged to cover the cost of these materials. After graduation, two post graducate classes will be rendered to those who wish to attend, dealing with the subjects of Loran C and compass calibration on your boat, plus how to buy a safe boat. Those students who graduate will receive a handsome diploma, which is supplied by the U.S. Coast Guard.

To register, or for more info, call Harry Frankel at (718) 266-0552. You may also write to him at 2069 85th St., Brooklyn, NY 11214.

MONTAUK CAPTAINS ASSOC. CHARTER BOOKLET AVAILABLE

The Montauk Captain Association, with a membership of 105 licensed captains, have elected officers for 1986, as follows:

President—Joe McBride; Vice President—Gloria Hayn; Secretary—Howard Kiedaisch; Treasurer—Charlie Zboray; and Trustees Michael Potts, Jay Rigano and Garry Kieffer.

They have also set the date for their Charity Shark Tournament, July 12th and 13th. The contestant's captains meeting will be held on Friday, July 11th. The site of the contest will again be the Captains Cove Marina, Westlake Drive, Montauk, New York.

The M.C.A. charter boat booklet is now available. To obtain a free copy of this illustrated guide of the M.C.A. charter boats, as well as information about the Charity Shark Tournament, write to: Montauk Captains Association, P.O. Box 137, Montauk, New York 11954.

ASMFC ADOPTS WEAKFISH MANAGEMENT PLAN

At its annual meeting in October, the Atlantic States Marine Fisheries Commission adopted an Interstate Fishery Management Plan for Weakfish. The plan calls for no specific regulatory activities at this time. It does call for a period of cooperative data collection. Management regulations may be developed after the data is collected and analyzed. There were advisors who urged the ASMFC to take a conservative position and take immediate conservation and management steps, but these voices were overruled by those who insisted that no regulations be put in place until data confirmed a need for the regulations. The following will be the data collection activities.

1. Determination of whether more than one biologically distinct stock of weakfish exists. If so, the distribution, growth and maturity rates, and extent of mixing will be determined.

2. Collection of data leading to improved estimates of mortality, adult abundance, and growth rates.

3. Annual estimates of juvenile production and research into relationships between such production and parent stock size and environmental variables.

The plan also calls for several interim measures which will not apply to New York State. These are in-

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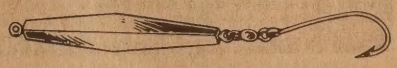

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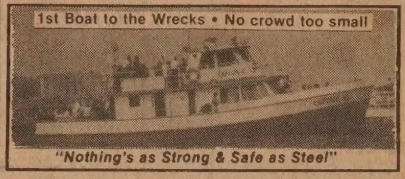

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creased size limits (New York's 12 inch limit already complies), and encourages the use of trawl efficiency devices (TEDs) to reduce mortality of juveniles in the southern shrimp fishery. The TEDs were previously referred to in this publication as Separator Trawls, but the terminology of TEDs is currently in wide use.

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Since its first edition in 1917, *Chapman Piloting, Seamanship and Small Boat Handling* has been "the Bible of Boating." With this new 57th edition, it retains its position as the most accurate, up-to-date guide to pleasure boating in all its aspects. Elbert S. Maloney has included all the recent changes in navigational law and government regulations regarding small boats, from marine electronics to communications systems and navigational aids. Published by Hearst Marine Books on November 18, 1985, "Chapman's," as it is affectionately called by its myriad users, remains the most complete guide to motor boat and sailing practice available. It is also, at a price of $25 for 624 information-packed, profusely illustrated, over-sized pages, a superb value for both the beginning and experienced small boat operator alike.

Charles F. Chapman, editor of William Randolph Hearst's Motor Boating Magazine, created *Practical Motor Boat Handling, Seamanship and Piloting* in 1917. He intended that 144-page, 5" X 7" book to be "a handbook containing information which every motor boatman should know." Chapman was also the founder of the United States Power Squadrons, a large group of volunteers who are dedicated instructors of boating safety. Retitled *Chapman Piloting, Seamanship and Small Boat Handling* in 1922, the book was divided into four sections, allowing the reader easy access to every facet of owning a boat and operating it safely, legally and with competent seamsnship. It has retained the titled and the organizational format ever since.

The first section, on terminology and legal requirements, familiarizes the new owner or re-acquaints the veteran with the terms, boating laws and equipment necessary for safe boating. The second section, on seamanship for both the power boater and the sailor, shows clearly through text and many 2-color illustrations the basic techniques needed for effective boating, from jibing to docking to getting through the locks.

The third section is devoted to piloting and discusses every detail of the compass as well as other navigation aids and their meanings. It's also a guide to government publications and the various types of charts needed by the small boat operator. The fourth section contains general information, giving the reader helpful instructions on managing his or her boat. It also explains how the U.S.

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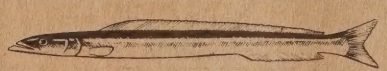

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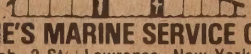

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Recommended by the U.S. Coast Guard Auxiliary and endorsed by U.S. Power Squadrons, Chapman Piloting includes all the information—from the most basic to the complex—that a small boat operator needs to enjoy safe, responsible pleasure boating. From nautical terms to the latest in radar and satellite navigation, from the rules of the road of boating to many full-color pages detailing the various aids to navigation, Chapman's is the indispensable guide for those on the water in pleasure craft. The book is available from The Fisherman Library.

FREE BOATING CLASS IN RIVERHEAD

The Peconic Bay Power Squadron is sponsoring a Free Boating Class for adults, over 15 years, at the Eastern Campus of the Suffolk County Community College, Speonk-Riverhead Road, Riverhead.

Classes will be held in room 104 of the Orient Building, starting at 7PM on Tuesday, January 21st. The course will run on Tuesdays for 12 weeks.

Enrollment is limited by classroom capacity. For reservations please call 298-4512 or 728-6280.

PENN '86 CATALOG NOW AVAILABLE

Penn Reel's 1986 catalog, complete with descriptions of over 100 fishing reels, downriggers and accessories, is now available to salt and fresh water anglers interested in quality tackle.

Included in this 56-page full color catalog are specifications on each Penn model as well as recommended uses for each family of reels, which will help anglers make the right purchase decisions.

New in this year's Penn catalog is the 250GR spinning reel, the only graphite rear drag reel engineered especially for saltwater; Penn's new Electric Fathom-Master downriggers; and the latest addition to the International family of the big game reels: the 50TW.

Also new this year is a separate full color catalog describing Penn's expansion into saltwater rods. With over 30 different models in five separate series, Penn's U.S.A.-made rods are a natural match with Penn reels in quality, performance and looks.

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1983 PRIVATEER 24' Cuddy family fisherman or work boat. Full electronics. Must sell. Too many extras to list. Mint cond. Eves: 914-237-6069.

81 ROBALO Sportfisherman 26' 5"X10' beam. V-bunks, galley w/sink, icebox. Head w/sink & shower. Twin Mercruiser I/Bs. Custom tower, hydraulic controls, outriggers, fighting chair. Loran, VHF, knotlog, fuel totalizer, seawater temp., Halon. $44,900. 201-327-1123. Eves: 201-327-7180.

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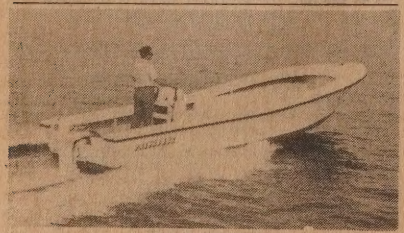

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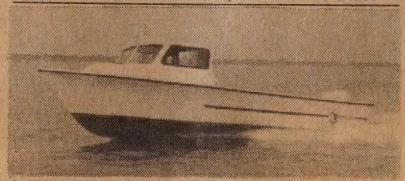

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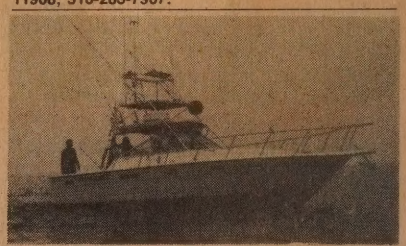

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1975 G/W 204 Fisherman CC, 140 hp 1979-$6455
1073 G/W Stingray 16 ', 85 hp Merc. 1977-$3500.
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1984 21' 6'' CC, 125 hp Volvo I/O, VHF, DF, spray hood-$13,70
1984 21' 6'' CC, 125 hp Volvo I/O, EMS chase boat-$11,995
1983 18' CC, 70 hp Johnson, VHF, DF. Excl. cond.-$7650
1984 18' Closed Bow 70 hp 1985. Navy top. Brown acrylic bowrail-$8450
1983 24' Privateer Ext. Hd top, 150 hp, 1983 Johnson Carolina Blue Hull-$17,250
OTHER USED BOATS
1981 purchased new in 82 Chris Craft cutlass 22' cuddy 1984 engine, radar. Loaded. Mint-$19,975
1977 Eastward Ho sailboat 24', Volvo diesel-$24,500
1983 Glassport 17' B/R 140 Johnson 1984. Loaded-$10,995
1982 Renken 21' cuddy 140 OMC I/O-$8995
1979 Sea Ray 19' B/R V8 Merc I/O. Trailer-$8500
1982 Sportcraft 17' CC, 90 hp 1984-$7650
1974 Mako 19' CC, 115 Johnson 1980-$6950
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1968 Cruisers 15' B/R, 65 hp 1973 Very clean-$5995
1980 Galaxy 18' Mark IV, 120 hp Merc I/O-$5900
1966 Starcraft 18' 100 hp 1979 trailer. Excl.-$5900
1968 Customcraft 17' 60 hp Johnson 81. Loaded-$5900
1979 Mark Twain 19' B/R, 200 hp OMC I/O-$5000
1983 Dell Quay Dory 13' 83 35 hp Johnson. Canvas-$4300
1974 Marquis 18' B/R, 140 Evin. 1977-$3995
1963 Fleetcraft 17½ 60 hp 1984-$3900
1968 Evinrude 16' B/R 120 OMC I/O, trailer-$2600
1968 Commodore 15' CC, 35 hp 1979 Flip-flop seat-$2500
1965 Chris Craft 15' B/R, 40 hp 1974-$1895
Sea Nymph 15' Alum. 15 hp Johnson, 1979-$1400
1968 Chris Craft 22' Cutlass 250 hp I/B, 150 hrs-$2900
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1981 28 Bertram FB, TMD 40
1969 31 Bertram, Sportfish
1966 31 Bertram Bahia Mar
1976 31 Bertram FB. Great shape
1962 31 Bertram Express Cruiser
1971 42 Hatteras 1981 VT903 Fish equip.
SEA JAC, 728-4220/6627.

1956 40' MAINE Built Sportfisherman, twin 471 diesels. Documented. Tuna tower, 3 fight chairs, radar, Loran, paper recorder, VHF. Fishing equip.-shark rigs, etc. Built-in color TV, stereo. Canyon capable. Quick sale. $15,000. Recent survey. 957-2657.

29 TOPAZ 1985, twin Volvo TAMD40B diesels, FWC, AM/FM cassette stereo, batt. charger, bow pulpit, cabin fan, compass, Halon, Y-valve head w/shower, radio box, refrig., washdown, tower lights, T/T, tower w/controls, wipers, canvas encl., tower cover, custom tackle lockers/cabinet seats w/cushions, C-Master V, Horizon Int VHF, Lowrance X-16, Si-Tex T100 radar. Dytek temp, Lowrance 3200 digital, Epirb, Micron bottom paint. ATLANTIC SPORT FISHING, Pt. Pleasant, 201-899-1800.

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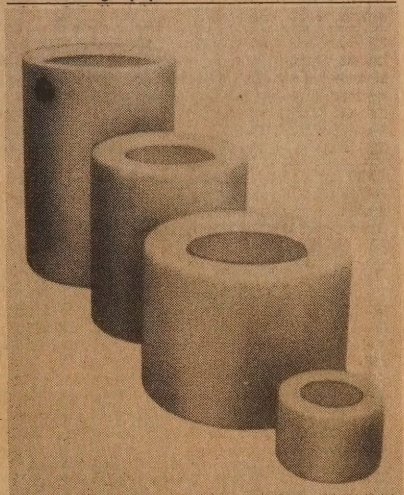

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High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	6:30	7:00	7:20	7:45	7:05	7:35	7:50	8:30	10:10	10:55	9:50	10:25	6:25	6:50	1/9
FRI.	7:25	7:50	8:10	8:35	8:00	8:30	8:45	9:20	11:05	11:50	10:45	11:15	7:15	7:40	1/10
SAT.	8:15	8:40	9:05	9:30	8:50	9:25	9:35	10:10	—	12:00	11:35	—	8:05	8:30	1/11
SUN.	9:00	9:30	9:50	10:20	9:40	10:15	10:30	11:05	12:40	12:50	12:10	12:25	8:55	9:15	1/12
MON.	9:45	10:20	10:40	11:05	10:30	11:05	11:20	11:55	1:30	1:40	12:55	1:15	9:45	10:05	1/13
TUES.	10:35	11:05	11:25	11:55	11:25	11:55	—	12:10	2:15	2:35	1:45	2:05	10:30	10:55	1/14
WED.	11:20	11:55	—	12:15	—	12:10	12:50	1:00	3:05	3:25	2:35	2:55	11:15	11:45	1/15
THURS.	—	12:00	12:45	1:00	12:40	12:55	1:40	1:55	4:00	4:20	3:25	3:50	5:25	5:35	1/16

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:		RISE:	SET:
THU.	1/9	7:28	4:47
FRI.	1/10	7:28	4:48
SAT.	1/11	7:27	4:49
SUN.	1/12	7:27	4:50
MON.	1/13	7:27	4:51
TUE.	1/14	7:26	4:52
WED.	1/15	7:26	4:53

Moonrise/Moonset

DAY / DATE:		RISE:	SET:
THU.	1/9	6:52AM	3:38PM
FRI.	1/10	7:51AM	4:50PM
SAT.	1/11	8:38AM	6:05PM
SUN.	1/12	9:15AM	7:20PM
MON.	1/13	9:44AM	8:30PM
TUE.	1/14	10:09AM	9:37PM
WED.	1/15	10:30AM	10:40PM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
1/10	1/17	1/26	2/2

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM Minor	AM Major	PM Minor	PM Major
Thurs.	3:25	**9:40**	3:50	**10:10**
Fri.	4:25	**10:40**	4:50	**11:10**
Sat.	5:25	**11:45**	5:55	—
Sun.	6:25	**12:15**	6:30	**12:45**
Mon.	7:25	**1:15**	7:55	**1:40**
Tues.	8:15	**2:05**	8:45	**2:30**
Wed.	9:05	**2:55**	9:30	**3:15**
Thurs.	9:50	**3:40**	10:15	**4:00**

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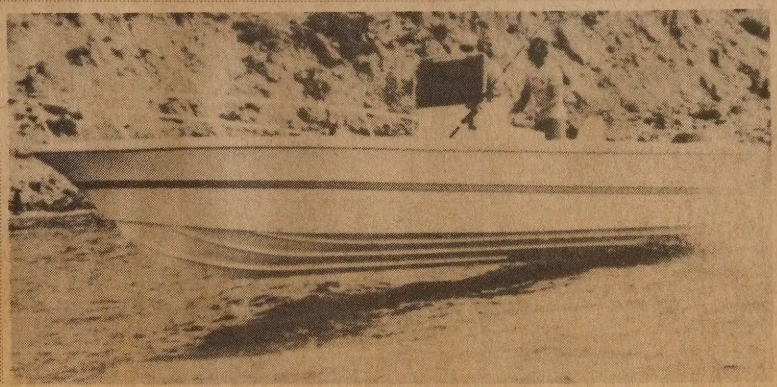

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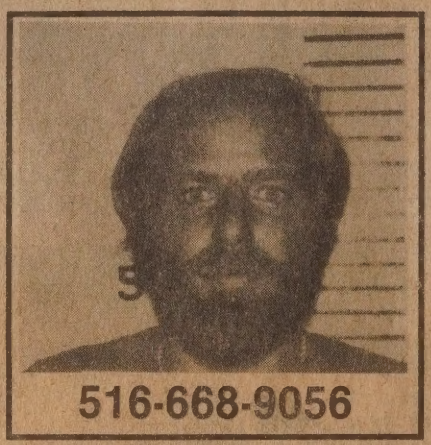

516-668-9056

Capt. Greg Beacher

(Edelman's Field Tester)

DESPARATE AND ARMED WITH HARPOON

$10,000 REWARD

for information leading to the arrest & conviction for:

1. Using Special Chum	**1st Degree**
2. Using Sharp Hooks	**1st Degree**
3. Using a New Boat	**1st Degree**

DESCRIPTION

Subject is obsessed with catching tuna and can usually be found on the tuna grounds before the light of day. Subject does not follow the fleet and always catches us when we are hungry. He now has a super fast boat that is even more of a problem to us.

SEND INFORMATION TO:

DEPT. OF TUNA CONTROL
Washington, D.C.

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HABITS

Subject usually found at Montauk on the tuna grounds. Subject can be easily identified because he is usually fighting a tuna with a pretty female on board. Subject is an Edelman field tester using the latest equipment which is always the state of the art. Subject uses a special homemade chum that fools even the oldest of tunas.

BEWARE

Capt. Greg Beacher will be seen at the N.Y. Boat Show all week at the Edelman's booths C-165 & 166 on the third floor telling everyone his never before untold secrets on how to catch tuna.